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COVER COMMENTS

"Son of an Arab prince, Maj. Mahmoud al Hindi of the Iraq Air Force test-flew Douglas 8A-4 attack bomber in California."

The view of the plane and the close-up in this issue's cover design are based on illustrations appearing in an article in an unidentified war-time aviation magazine. (Only a portion of the article is on hand, pp. 47-48 of "Arabian Air Force" by Frank Cunningham.) From the style, it seems to be from the U.S. FLYING magazine, post-1941 as that year's Iraqi rebellion is mentioned.

After giving some general background to aviation in Iraq, the article comes to the first American warplane utilized by that country:

"The initial contract for Douglas planes was made in 1939, when an Iraq commission visited the United States. This commission was headed by Maj. Nasir Janabi, commander of the northern section of the Iraq air force. On this commission's return to Iraq, a new military mission came to Santa Monica, Calif., home of the Douglas Aircraft Company. This group was headed by Major Mahoud al Hindi, a prince of Iraq trained in England. At Santa Monica, Major Hindi tested attack bombers bought by his government."

(Note the discrepancy in spelling the Major's name here and in the photo-caption above.)

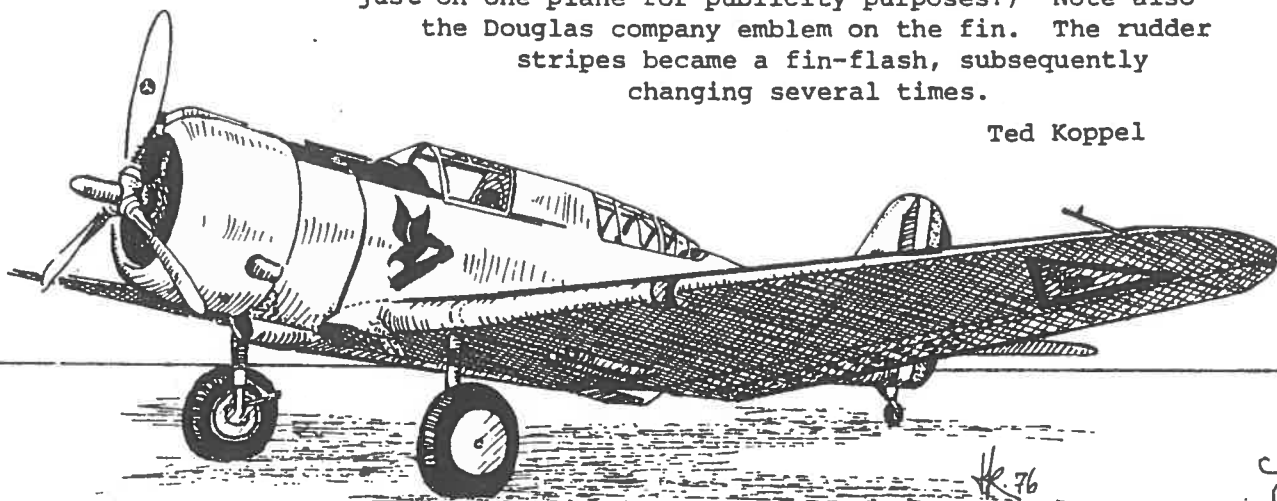
The view below is from a Douglas photo reproduced on page 63 of Vol. 2, No. 3 AIRPOWER magazine (July 1972) -- along with similar types (the Northrop A-17) exported to Argentina, Netherlands, Norway, Peru, & Sweden.

The fifteen Iraqi machines were delivered in March of 1940. Powered by 1000 hp Wright "Cyclone" engines, these craft has a service ceiling of 25,000 ft, top speed of 250 mph, and could carry 1800 lbs of bombs. This version also had underwing gun positions.

It should be noted that the aircraft depicted is/are in delivery finish. In Iraqi service at that time it was, and still is, customary to have large Arabic figures aft of the national triangle, with or without the Western equivalents repeated in a smaller size. (Does anyone know if all these

Douglases had the eagle/bomb insignia, or if it appeared just on one plane for publicity purposes?) Note also the Douglas company emblem on the fin. The rudder stripes became a fin-flash, subsequently changing several times.

Ted Koppel



DOUGLAS DB-8A-4 attack bomber of the ROYAL IRAQI AIR FORCE in 1940.

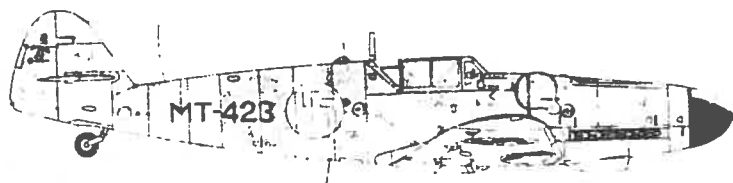
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the newsletter of the Small Air Forces Clearing House

If you haven't seen the series of books by Keskinen, Niska, and Stenman, "Finnish Air Force Histories", you are missing the best aviation photo-books produced anywhere in the world. I hope to print a detailed review of this series in a future SAFO, but at this time it suffices to mention that these books are now available from SAFCH member Borje Hielm (Bergsidan 4, 02160 West-end, Finland). The books currently available and their costs (including postage and packing) are:

Brewster B-239 & Humu. 3rd printing (1977)	US\$ 9.00
Dornier 17Z & Junkers 88A. 2nd printing (1975)	9.00
Fokker D.XXI. (1974)	9.00
Morane-Saulnier MS406 & Caudron 714. (1975)	9.00
Curtiss Hawk & P-40 (1976)	9.00
Messerschmitt 109G. (1976)	10.00
Soviet Fighters. (1977)	10.00
Finnish Air Force Aircraft 1918-38. (1976)	9.00
Finnish Air Force Aircraft 1939-72. 2nd printing (1975)	9.00
Luftwaffe in Finland	11.00



SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries of the world". In support of this goal, the SAFO will publish articles on all aspects of aviation (both military and civil) from all periods of time and for all of the smaller countries. To insure that the SAFCH remains a "member oriented" organization, the following guidelines have been adopted: (1) All manuscripts submitted by members will be published in the next available issue of the SAFO. (2) An issue will be published as soon as sufficient manuscripts are on hand to exhaust the money available for that issue. (3) Subscription money will be used only to print and mail the SAFO. There will be no "miscellaneous" column in our budget. And, (4) members are encouraged to sponsor SAFCH memberships for individuals, organizations, and libraries (especially those in countries where US funds are difficult to obtain).

MEMBERSHIP LISTS: To provide more space for articles in the SAFO, a SAFCH membership list will be published only in the last issue of every volume. However, a complete, up-to-date list can be obtained at any time by sending \$1.00 to the editorial office. This cost includes surface postage. If you desire air mail delivery, add \$1.

SUBSCRIPTION RATE: Subscription to the SAFO is US\$ 3.00 for 4 issues. Send remittance to J. V. Sanders, 27965 Berwick Dr., Carmel, CA 93923, USA.

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MEXICAN AIR FORCE DECALS: Mardonio Islas, the author of the article on the MEAF P-47s that appeared in the last SAFO, is now producing a series of decals for Mexican a/c. Mr. Islas has graciously allowed us to sell these decals directly through the SAFCH. This means that you get the convenience of US currency and mailing coupled with the lowest possible prices. The first 3 subjects are for Mexican P-47s: Sheet #1 is for the P-47D depicted in SAFO #6; this 8 x 5 1/4 cm sheet includes both Mexican and USAAF national markings as well as serial and code numbers. (ID bands and cowl petals are naturally not included.) The other two sheets are for P-47s in Mexico. (These a/c will be described in SAFO #8.) Sheet #2 is for a/c 1011 in overall olive-green and Sheet #3 is for a/c 1004 in overall grey. Both these latter sheets measure 9 x 10 cm and include the national insignia, wing and fuselage bands, serial numbers, and a real gem of a squadron insignia. Each of these three sets includes a drawing of the aircraft showing the placement of the decals and all color information necessary for making a real unique model. These decals cost SAFCH members US \$ 1.00 including postage by surface mail. For air mail delivery, add 20¢ per decal. Send order to: Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923, USA. (The next decal will be for Mexican T-33s.)

MANCHE is a bi-monthly newsletter specializing in Brazilian and Latin American aviation, now with English Supplement, 20 pages including photos. In the December issue: Lincolns in Argentina, Varig's history with fleet list, three view drawings from the modeler. Yearly subscription is US\$7 by seamail or US\$10 by airmail.
DENIR LIMA DE CAMARGO, PO BOX 1346, Sao Paulo 01000, Brazil

INFORMATION FOR SAFO AUTHORS AND ARTISTS: It is necessary to make one correction to the information on this subject that appeared in SAFO #6. Our 'standard' reduction is now 0.7 (instead of 0.732). This means that all typed material must appear in columns 4.75 in. (12 cm) wide. Non-scale drawings should be prepared either for full-scale reproduction or for reduction by 0.7. (Scale drawings will be reduced any amount necessary.) All artists and authors should remember that their final product must fit into the allowed space of 7 1/4 by 10 in. (19 by 25 cm).

FINANCIAL STATEMENT: We currently have 244 paid-up members. If we finish the volume with 300 members, we will use all copies printed and our income for the first two issues would be \$450. Printing issues #5 and #6 cost \$170.42 + \$173.00 = \$343.42 and mailing 300 copies would cost 300 x (34¢ + 34¢) = \$204.00. This gives a total expense of \$343.42 + \$204.00 = \$547.42. This leaves a deficit of \$450.00 - \$547.42 = -\$97.42 to be applied to the remaining issues of Vol. 2.

BACK ISSUES: All new members subscribing before the completion of Vol. 2 will receive all four issues of Vol. 2. Back issues of Vol. 1 are available only as Xerox copies. These cost me 7¢ per page plus 6% California sales tax. Therefore, the 130 pages of Vol. 1 will cost you \$9.65 plus postage (35¢ in the US, 43¢ to Latin America, and 51¢ to Canada and the rest of the world).

TAIL PIECE: The photo on the back cover of the Abu Dhabi Defence Force Caribou was supplied by Fred Guthrie. The a/c is over-all Sand yellow with no anti-glare panel. Other Abu Dhabi Carabou have azure blue undersurfaces. Roundel: red, white, sand yellow center with black arabic script on red ring. (De Havilland Aircraft of Canada Limited)

ROYAL DANISH AIR FORCE F-100D/F

	c/n	Serial	Delivered	ESK	Remarks
F-100D-1-NA	223-12	54-2132	10.05.61	725	WO 14.11.62 Mariager Fjord, 6km E Hadsund (collided with G-284)
F-100D-5-NA	223-14	54-2134	13.04.61	727, 725	WO 19.03.63 Tanderupkaer (collided with G-300)
F-100D-10-NA	223-57	54-2177	09.05.61	730	
	223-59	54-2179	30.05.59	727	
	223-63	54-2183	30.05.59	727	WO 17.01.66 Lillebaelt W Aerd (5457N 1006E)
	223-70	54-2190	30.05.59	727	
	223-72	54-2192	11.06.59	727	WO 04.12.64, 5nm NW Rømd
	223-79	54-2199	01.06.59	727	WO 10.11.62, 14km SW Hahn
	223-86	54-2206	13.04.61	725, 730(01.70)	WO 23.08.67 Grønnaesse Skov SE Hundested
F-100D-15-NA	223-101	54-2221	01.06.59	727	WO 08.03.61 Neder Simmelkaer
	223-102	54-2222	18.06.59	727	
	223-107	54-2227	11.06.59	727	
	223-120	54-2240	30.05.59	727	WO 30.01.63 Stevnfortet
	223-124	54-2244	12.06.61	730	WO 03.07.63 SE Livø (5651N 0909E)
	223-133	54-2253	11.06.59	727	WO 29.11.76 Engum (5544N 0939E)
	223-136	54-2256	11.03.61	727(24.04.61)	WO 12.12.63 Rutsker Plantage
	223-141	54-2261	30.05.59	727, 730(02.12.75)	WO 26.06.62 4nm W FSNKAR
	223-142	54-2262	30.05.59	727	
	223-146	54-2266	11.06.59	727, 730(16.08.73), 727(25.08.76)	
	223-150	54-2270	01.06.59	727, 725(56), 727(01.70)	
	223-154	54-2274	29.03.61	725, 730(01.70)	
	223-159	54-2279	29.03.61	727(15.06.61), 725(01.63), 730(01.70)	
	223-163	54-2283	11.03.61	725(13.04.61), 727(01.70)	
	223-164	54-2284	04.04.61	725	WO 14.11.62 Mariager Fjord, 6km E Hadsund (collided with G-132)
	223-168	54-2288	29.03.61	725	WO 19.07.68 FSNTIR
	223-169	54-2289	29.04.61	725	
	223-170	54-2290	24.05.61	725, 727(01.70)	
	223-180	54-2300	29.04.61	725	WO 19.03.63 Tanderupkaer (collided with G-134)
	223-181	54-2301	29.04.61	727, 725	WO 27.07.65 Rugard Strand
	223-182	54-2302	02.05.61	725, 730(01.70)	WO 13.04.72 7km NE Toftlund
	223-183	54-2303	24.05.61	725, 727(01.70), 730(21.07.76)	
F-100D-40-NH	224-11	55-2744	17.04.61	725, 727(01.70)	
	224-14	55-2747	18.06.59	727	
	224-15	55-2748	03.06.61	730, 727	
	224-18	55-2751	30.05.59	727	
	224-23	55-2756	17.04.61	727(15.05.61), 730	WO 08.03.68 Galsted
	224-32	55-2765	01.06.59	727	
	224-35	55-2768	03.06.61	730, 725(66), 727	
	224-36	55-2769	03.06.61	730	
	224-38	55-2771	11.03.61	725(26.04.61), 730(01.70), 727(01.03.76)	
	224-40	55-2773	24.05.61	730	
	224-42	55-2775	24.05.61	730	WO 10.05.73 Vadehavet NE Rømd, Total 3411:50 Hrs
	224-43	55-2776	10.05.61	730	
	224-44	55-2777	03.06.61	730(19.09.61)	WO 29.01.64 2km E Rødding (S-Jyll)
	224-45	55-2778	06.05.61	730	WO 11.08.70 Limfjorden at FSNALB
	224-46	55-2779	06.05.61	730	
	224-48	55-2781	12.06.61	730	
	224-49	55-2782	03.06.61	730	
F-100F-10-NA	243-102	56-3826	25.06.74	727(04.08.76)	
	243-118	56-3842	25.06.74	727(22.01.76)	
	243-120	56-3844	29.05.74	730(23.12.76)	
	243-132	56-3856	01.03.74	730(18.04.75)	WO 16.03.76 Landerupgard c/d 1957
	243-146	56-3870	26.03.74	730(30.04.75)	
	243-150	56-3874	29.05.74	730(26.04.76)	
	243-168	56-3892	29.05.74	727(01.06.76)	WO 09.06.76 North Sea (5542N 0801E) Total 4420 hrs c/d 03.64
	243-184	56-3908	25.06.74	727(26.04.76)	
	243-192	56-3916	01.03.74	730(30.06.75)	
F-100F-15-NA	243-203	56-3927	29.05.74	730(21.11.75)	
	243-225	56-3949	25.06.74	727(27.02.76), 730(29.04.76)	
	243-237	56-3961	01.03.74	730(28.04.75)	
	243-247	56-3971	01.03.74	727(28.02.75), 730(01.04.75)	
	243-272	56-3996	26.03.74	730(22.08.75)	
	243-291	56-4015	22.05.59	725, 727	WO 20.03.70 2km E FSNKAR
	243-294	56-4018	22.05.59	727	WO 21.02.73 10nm SE Møn (55N 1240E) Collided with GT-558 Total 2794 hrs
	243-295	56-4019	22.05.59	727, 725(08.66), 727(01.70), 730(12.70), 727(01.04.75)	
	261-2	58-6976	26.01.61	727, 730(03.07.61), 727(30.04.75)	
	261-4	58-6978	26.01.61	727, 725(20.03.61)	WO 12.05.61 Løvakal
	261-5	58-6979	26.01.61	727, 725(20.03.61)	WO 02.08.66 Blavands Huk
	261-7	58-6981	23.02.61	727, 725(20.03.61)	WO 07.07.64
	261-8	58-6982	26.01.61	727, 730(03.07.61), 727	WO 03.02.76 Nustrup
	261-9	58-6983	13.02.61	727, 730(03.07.61), 727(27.11.75)	
	262-1	59-2558	13.02.61	727, 725(20.03.61), 727(01.70)	WO 25.02.76 Jevnstedt c/d 11.09.59

PHOTOS

G-279	F-100D-15-NA	54-2279	ESK 725	(Menard)	Bjarne Sørresliig (SAFCH #145)
G-303	F-100D-15-NA	54-2303	ESK 725	(Menard)	
GT-979	F-100F-15-NA	58-6979	ESK 725	(Menard)	
G-134	F-100D-5-NA	54-2134	ESK 730	(Menard)	
G-768	F-100D-40-NH	55-2768	ESK 730	(via Stoppel)	
GT-019	F-100F-15-NA	56-4019	ESK 730	(Sørresliig)	

ROYAL DANISH AIR FORCE F-100's



1



2



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4



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6

ABU DHABI: Hunter T-77 '712' was broken up on 31-10-76. Four Mirage VAD were delivered through Djeddah on 10-11-76; a/c were 505, 506, and 509.

ANGOLA: At least two Pilatus PC-6/B1-H2 STOL utility a/c were obtained from Switzerland. There is interest in acquiring up to 16 Islanders for military operations and for ambulance and communication duties. With the withdrawal of the Portuguese AF, various a/c were left behind: 2 Republic F-84G, 2 Douglas C-47, 3 Auster D5, 6 Dornier Do-27, and about a dozen North American T-6 Texans.

ARGENTINA: Their Douglas A-4 Skyhawks are to be fitted with the Ferranti Isis S126R lead-computing, gyro-controlled, weapons delivery system. The Navy is seeking a replacement for their aging Tracks and Neptunes. Types under consideration are the Fokker F-27 Maritime and the HS Coastguarder. The requirement is for at least 18 new a/c. Four Metro III have been ordered as well as 2 Merlin IV for aeromedical use.

AUSTRALIA: The Navy is to receive 12 surplus USN Grumman S-2E Trackers to replace the 12 a/c recently destroyed in a hanger fire at Nowra.
The Aermacchi MB326H trainers are to be phased out of service in 1981. Under consideration as a replacement are the MB339, HS hawk, and the Alpha Jet.
The government is considering the purchase of 40 Fairchild A-10s.

AUSTRIA: Four Pilatus FC-6B2/H2 were delivered at Berne on 29-10-76; registrations are 3G-EC. ED, EE, EF. In spite of the interest shown in the Kfir, Austria seems to be ready to choose the F-5E. These a/c will be used to make visual identification of trespassers into Austria's neutral air space.

BELGIUM: During November 1976, No. 40 Smaldeel received five Westland Sea Kings Mk 41s. They replaced the four remaining Sikorsky SH-34Gs. This Smaldeel is based at Koksijde.

On 09-11-76 a Mirage V crashed into a row of houses at Phillipville (Belgium); the pilot ejected but was killed; the a/c was written off.

The Army Islanders are flying with the 16th Smaldeel based at Butzweilerhoff (Germany).

Interest has been expressed in obtaining the HS Hawk. The Air Force lost its 16th Mirage on 10 January 1976 in a crash 8 km east of Breskens (Holland). The a/c was on a low formation flight with three other Mirages. After a search by Belgium Sea Kings and a Neptune, the a/c was found on a sandbank broken into three pieces; the pilot was killed. This a/c belonged to 2 Wing/2 Sq.

On 13 January 1977 a F-104G crashed into a meadow near Sint-Jean-Geest (Belgium). The control stick broke while fixed in a downwards position. The pilot ejected safely.

BOLIVIA: Two C-130H Hercules transports have been ordered with delivery scheduled for February 1978. These a/c are to operate with the Transportes Aereos Militares, the military airline.

On 13-10-76, two T-37C collided in the air near Pirassununga. All 4 crewmen aboard the a/c ejected safely.

CHAD: Two Pilatus Porters PC-6B2/H2 were delivered at Berne on 15-7-76.

CHILE: The weapons embargo imposed by the US Senate will not effect the present order for 15 F-5E and 3 F-5F. Delivery began in June 1976 and should be completed by October 1977.

The Navy has taken delivery of 3 EMB Bandeirante and it is reported that the Air Force is also planning to obtain 5 a/c of this type. Six EMB 111 a/c have been ordered for maritime patrol duties by the Navy.

COLUMBIA: Ten Hughes 500 Defender helicopters have been ordered.

DENMARK: On 29 November 1976 a F-100 crashed near Vejle (Denmark); the pilot was killed. This was the 5th Danish Super Sabre to crash in 1976.

DUBAI: The Aeritalia G-222 was delivered on 19-11-76;
c/n 4006.
On 28-10-76, a Caribou was damaged beyond repair during
a landing accident at Radum. Registration 301.

ECUADOR: Fourteen T-34C Mentors have been ordered at a cost of \$5 million; delivery is scheduled for late 1978. A contract between Ecuador and IAI in Israel for 24 Kfir fighters has been voided by a decision of the US Senate. Israel must have US permission to export the Kfir because of the agreement made when supplying the General Electric J-79 engines that power the Kfir. IAI has offered to supply a similar number of Nesher fighters with a SNECMA refurbished engine.

EGYPT: The first 2 of 6 C-130H ordered have been delivered. These a/c will replace An-12Bs. As a result of recent discussions between Egypt and France, Egypt may obtain up to 150 Dassault Mirage F.1s. Licence production is being considered. Fifty reconditioned MiG-21s will be received from Russia. At present, Egypt has about 200 MiGs in service, but rumors state that these a/c are unserviceable due to lack of spare parts.

EIRE: Consideration is being given to the purchase of 4 Short Skyvan 3m. These a/c would be used for maritime patrol associated with fishery protection. The last 2 of 6 Magisters (219-220) were delivered to the IAAC at Baldonnell on 13-11-76.

The first 4 SIAI Marchetti SF-260s were delivered on 4-3-77. The total order calls for 10 a/c.

FINLAND: A FAF Magister crashed at Rissala on 13-1-77. Both pilots were killed. The a/c was FM-40. The Air Force has decided to order the HS Hawk. This order calls for 50 a/c. The Valmet Leko-70 has been chosen as the new primary trainer to replace the SAAB Safir; 30 a/c have been ordered.

GHANA: An order has been placed for 6 single-seat MB326K.

GREECE: Four T-2E were delivered on 9-10-76; a/c were 160086/160087/160088/160089.

INDIA: Dassault has proposed building the Mirage F-1 in India under licence. The Indian Government is interested in obtaining 250 F-1. The Navy formed a maritime reconnaissance squadron at Goa to operate 3 Lockheed Super Connies previously used in this role by No. 6 Sqn. of the Air Force. This unit will also operate 3 Ilyushin Il-38 May a/c.

IRAN: The delivery of 39 Bell 214C helicopters commenced in March 1977. A further 6 Bell 214s were ordered on 10-3-77 with deliveries to begin in the second quarter of 1977.

The Iranian Army has ordered a F-27-400M and a F-27-600 for delivery in 1977. These a/c will be used for target towing as well as for troop and cargo transport.

Three P-3C Orions have been ordered. These are in addition to the 6 P-3F already in service. The IIAF hopes to obtain 160 F-16. Ten two-seaters are to be delivered in 1979 and 150 single-seaters about 4 years later.

An IIAF of unknown type was shot down over the Southern Yemen Peoples Republic.

IRAQ: An agreement has been arranged between Iraq and the USSR by which the USSR is to acquire bases in Iraq in return for supplying Iraq with a squadron of MiG 25s, 138 MiG 23s, and 10 heavy helicopters. Two L-100-30 Hercules transports have been ordered with an option for two more.

Negotiations are being started with France for an order of 54 Mirage F-1s and about 50 Jaguars.

ISRAEL: The first 3 of 25 F-15 Eagles on order arrived in Israel on 10-12-76. They were flown directly from St. Louis in standard USAF markings by McDonnell-Douglas pilots.

The Kfir fighters are to have their J-79 engines modified to reduce smoke emission. Two KC-130 tanker-versions of the Hercules are on order. The Navy will shortly receive 3 IAI Westland 1124N for coastal surveillance duties.

ITALY: A T-33 of 306 Squadriglia Collegamenti of No. 3 A/B crashed on the first day of August 1976. The pilot was killed. The a/c was 3-484 (MM51-17484). A new unit of the Italian Air Force is the 14th Stormo. This is the old Reparte Radiomisure (codes CR) 316th Gruppo.

An Italian Air Force TF-104G crashed near Perugia on 8-4-76. This a/c belonged to the 20th Gruppo. Both pilots were killed.

An RF-104G of the 3rd Aero Brigata crashed on 22-6-76 near Landira. This crash occurred during a night flight and the pilot was killed.

The T-6 Texan was phased out during the first days of December 1976.

On 22-10-76 a MB326 crashed near Lecce; both pilots ejected safely. The a/c belonged to the Scuola Volo Basico Iniziale Aviogetti.

On 11-10-76 an AB-204B (15-28 MM80467) crashed at Biella during hovering. The helicopter will be repaired.

On 29-9-76 an AB-206A (EI523 MM80564) of the Army crashed near Viterbo.

On 8-10-76 a F-104S crashed into the sea just off Carbonifers. The a/c belonged to the 4 Stormo/9 Gruppo. Hercules 46-10 MM61996 crashed on 3-3-77.

KOREA, SOUTH: Twenty-four Rockwell OV-10G Broncos have been ordered for delivery in 1977.

LIBYA: On 14-4-76, 3 Alouette III helicopters were delivered; registrations are LC2281, LC2288, LC2289. Jetranger 8185 of the LAAF was sold to the Government of Malta; the new registration is 9H-AAJ. The 24 CH-47 ordered from Agusta will carry the registrations LC001 and up.

The LAF now operates about a dozen Tu-22 Blinder bombers.

MALAYSIA: The first 2 out of 6 C-130H on order were delivered in September 1976.

MAURITANIA: The 2 Britten Norman Defenders have been reordered.

MOROCCO: Six more C-130H Hercules have been ordered; this brings the total order to 9. The option for a second batch of 25 Mirage F.1CH fighters has been taken up. Deliveries will begin in 1979 and will bring the number of Mirage F.1CH in service to 50. On 17-11-76, two F-5s collided and crashed near Marrakech while participating in celebrating Independence Day.

France leased 10 C-160F transports to the Morocco Air Force for the transport of Morocco troops to Zaire where they will help fight the Katanga invaders. This operation began on 11-4-77.

MOZAMBIQUE: Current inventory consists of 8 Nord N-2501, 2 C-47, ans 2 Alouette III. These a/c were taken over from the Portuguese Air Force.

NETHERLANDS: The first Westland Lynx for the Royal Neth. Navy, reg. 206, was officially handed over at Yeovil (UK) and is now serving with the RN/RNethNavy I.F.T.U. at Yeovilton. The Dutch designation is UH-14A. They will be used for search and rescue, communications, and training with No. 7 Sqn. (6 a/c). Ten up-rated Lynxes will be operated by No. 860 Sqn. on antisubmarine duties aboard Navy frigates.

A Dutch Starfighter (D-8260) crashed near Hopsten (Germany) on 12-8-76. Another Starfighter (D-6698) crashed into the North Sea on 2-11-76; the pilot bailed out safely. This latter a/c belonged to Volkel AFB. On-12-10-76 a TF-104G (D-5815) crashed into the North Sea near Harlingen. This a/c was attempting to inter-

cept another Starfighter. The two pilots ejected but were both drowned. Just before the a/c hit the water it exploded. The crash was filmed by a fisherman from his boat and this film will be used to find out the exact cause of the accident.

A NF-5A from 316 Sqn. (Gilze Rijen) lost both wing tanks over Maarheeze (south of Endhoven) on 14-1-77. The tanks landed in two back-yard gardens and luckily nobody was hurt except for the grass.

On 11-8-76 another NF-5, this time from 314 Sqn. (Eindhoven), lost a practice bomb while taking off from Eindhoven AFB. The bomb landed in a busy road but caused little damage.

On 13-1-77, a SP-2H Neptune of the MLD (214V) made a belly landing at Valkenburg. It dropped the major part of its fuel into the North Sea and its explosives on the beach. People were asked by radio to return the latter to Valkenburg.

On 8-3-77, F-104G (D-8098) landed at Leeuwarden with locked wheel brakes. Damage is estimated at f 14 million and the Air Force must now decide whether to repair the a/c.

On 20-3-77, two Starfighters from No. 306 Sqn. flew into a mountain (Crispiniano). Both pilots were killed.

A/c involved were D-8057 and 8131.
On 4-5-77, F-104G D-8294 crashed 70 km north of Isle
Terschelling. The pilot ejected safely.

NORWAY: Three additional P-3B Orions have been ordered.

OMAN: Rumors are that Oman wants to sell some or all of BAC Strikemasters. Four have been offered to Singapore. On 3-8-76 a BN-2A Defender of the SOAF crashed into the sea near Kuria Maria. One person was killed and 4 are listed as missing.

PAKISTAN: The PAF's interest in 110 LTV A-7 Corsair II has been fruitless because of US export restrictions. The Army has ordered 35 Puma helicopters.

PARAGUAY: An order for 6 Aravas from IAI in Israel has been temporarily delayed because of economic difficulties.

PERU: Peru has become the first customer for the Fokker F.27M Maritime Friendship. An order has been placed for two a/c with an option on two more. The Government has decided to accept the Soviet offer of 36 Su 20 Fitter C attack a/c. Finance will come from a Soviet loan payable over 10 years.

PORTUGAL: Two C-130H have been ordered for delivery in August/September 1977.

SAUDI ARABIA: A new order for an undisclosed number of BAC 167 Strikemasters has been placed.

SINGAPORE: The Air Force has purchased all the Strike-masters from the South Yemen Peoples Republic.

SOUTH AFRICA: Seven Fairchild Merlin IIIa are in service with No. 21 Sqn. based at Swartkop AFB. Plans are under way to construct a new Air Force Base at Hoedspruit in the eastern part of Transvaal, near the border with Mozambique.

SPAIN: Two Alouette III, Z-16-7 and Z-16-8, have been received. They are being used by Escuadron 803 based at Getafe.

On 20-8-76 a T-6 Harvard crashed 5 km from Aranjuez, Madrid. One person was killed and the a/c written off. On 2-10-76 a Dornier Do-27 crashed near the runway of Llanos a Bacete. One person was killed and the a/c written off.

On 20-1-77 a SF-5 based at Talavera la Real crashed near Salveon in Extremadura. The pilot was killed.

Also on 20-1-77 an AB212 (Z-18-2) of the Spanish Navy crashed into the sea near Almeria. One of the 3 persons aboard was killed.

A C-47 of the Air Force crashed near Ariva in Valencia on 19-1-77. The a/c was on a flight from Moron and was attempting an ILS approach. The 11 persons on board were killed.

continued on pg. 72

THE ANSALDO A300 IN POLISH AIR FORCE SERVICE

In 1919, Emilio Verduzzio designed a new aircraft to replace the very successful but now aging SVA 10. This new model, produced by Gio Ansaldo of Turin, Italy, received the designation A300.

In April 1920, a mission from the Polish GUZA (Główny Urząd Zaspętrzenia Armii), Head Bureau for Army Equipment, negotiated a contract for the purchase of 30 Ansaldo A300 and 10 Ansaldo Al Palilla. At this same time, a license was obtained to build both types of aircraft in Poland. Arrangements were made to purchase Fiat-built A-12bis and SPA 6A engines to power the Polish-built aircraft.

The first Ansaldo A300 for the PAF was handed over in August 1920. This aircraft, piloted by por.* L. Rayski with ing. Rumbowicz in the back seat, made the first Polish long-distance flight, flying from Italy to Warsaw via France and Germany to avoid the Alps. A Balilla piloted by por. S. Pawlikowski, accompanied the A300 as far as Avignon, France, where it was delayed by engine difficulties.

The remaining Italian-built Ansaldo A300 and A300-2 aircraft were delivered to Poland by railway and ships during 1920-21.

On 17 February 1920, a contract was signed between GUZA and Zakłady Mechaniczne Plage i Laskiewicz (Plage and Laskiewicz Machine Works) at Lublin for the construction of military aircraft under Italian license. The Pl&L factory was to build 200 Ansaldo A300 for the price of 203,000 Polish Marks (30,000 złoty) each. These machines were to be delivered within three years at a rate of 8 aircraft per month.

Organizational difficulties at the factory and the advance of Soviet forces towards Lublin in 1920 delayed production so that the first Pl&L-built aircraft did not fly until 15 June 1921. The pilot on this occasion was the famous Polish acrobatic pilot, Adam Haber-Wyński. especially invited to Lublin by the director of Pl&L, inz. Rumbowicz.

The Lublin-built A300 differed from the Italian-built machines in many details. The large frontal radiator of the Italian machines was replaced by Lamblin-type radiators between the undercarriage legs, thereby allowing the design of a low-drag engine cowl. The ailerons were on the lower wings only and the undercarriage was much simplified.

The first Pl&L A300 were received by the 1st and 2nd Air Regiments during 1923 where they replaced Italian built SVA, A300-2, and A300-3 aircraft.

The Lublin-built A300 was a modern aircraft employing a number of ingenious aeronautical concepts. However, the Italian-built engines were untrustworthy and the Pl&L personnel, being new to aircraft construction, made some serious mistakes in the handling of material for the wing fittings. These two factors, acting together, lead to a number of fatal crashes that earned the A300 the sobriquet "Flying Coffin".

The first victims were claimed by a Polish-built A300 on 24 April 1922 at Lublin, when the factory pilot por. Jozef Ryba and the military representative, sgt. Wiktor Gorski, were killed in a crash. A few days later, Pl&L's chief test pilot, por. Antoni Bartkowiak (from the 15th Fighter Squadron) also perished in an A300.

The number of accidents, mostly on new aircraft during factory tests or on delivery flights to PAF units, was so great that factory production failed to keep up with attrition in the Air Regiments. Most often the cause of these accidents was engine failure or a broken wing.

In July 1923, a new Fiat A-12bis engine, factory number 7381, was shipped to CWL to determine the cause for such malfunctions as fires in the carburetor, freezing of pistons, and melting of bearings. This engine was run on the CWL test stands from 24 September to 9 October 1923. It was concluded that the engines supplied by the Italians were of such poor workmanship as to be entirely unsuited for aircraft use without complete rebuilding. Since, at that time, there existed no engine factories in Poland, overhaul had to be carried out at the military workshops where only

some of the defects could be corrected. Consequently, engine reliability remained low and maintenance requirements remained excessive.

Another series of tests conducted on a Polish-built airframe determined that the cause of the wing failures was improper heat treatment of the brass wing fittings. These fittings were so brittle that they would fracture under the slightest air loads. (In all fairness to Pl&L, they did learn quickly and their license-built Potez and Fokker aircraft achieved excellent reliability.)

Towards the end of 1923 production of the A300 was stopped after completion of 50 aircraft and in August 1924 flying on Lublin-built A300's was forbidden.

In spite of the official prohibition, the A300 remained in limited use until 1926. Some examples even appeared in civil markings. The last fatal accident in an A300 was recorded on 13 August 1925 when plut.* K. Kalinowski of the 2nd Air Regiment and por. L. Paszkiewicz perished in a crash.

In addition to the A300's, the PAF used some eighty SVA 9 and SVA 10 aircraft that were purchased in Italy in 1920 and were used by the 2nd and 3rd Air Regiments until 1924.

* por. = porucznik (a military rank equivalent to Lieutenant).

plut. = plutonowy (A military rank below Sargent)

Notes on PAF units: 3 aircraft = klucz
3 klucz = eskadra
2 or more eskadra = dywizjon (dyon)
2 or 3 dyon = pułk (air regiment)

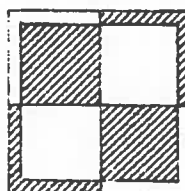
The Ansaldo A300 was a two or three seat reconnaissance and light-bomber biplane of all-wood construction. Power plant: 300/320 HP water-cooled Fiat A-12bis with a Asconi B2 two-bladed wooden propeller made in Poland by the Szomanski factory.

Armament: Two forward-firing Vickers 0.303 cal machine guns and two Lewis machine guns for the observer. A total of 200 kg of bombs could be carried, usually as (a) 10 French 9.5 kg bombs plus 8 German 12 kg bombs, or (b) 12 German 12 kg bombs.

The aircraft could also carry photo and radio equipment but the total weight of the armament and equipment had to be less than 200 kg.

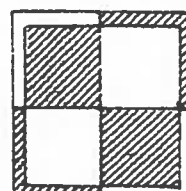
	A300bis	A300ter	A300/4	SVA 10
span (m)	11.33	11.24	11.24	9.1
length (m)	8.60	8.60	8.60	8.2
height (m)	2.98	2.98	2.98	3.0
wing area (m ²)	37.50	41.00	36.60	26.00
weight				
empty (kg)	1125	1225	1140	730
loaded (kg)	1600	1675	1640	1065
maximum speed (km/hr)	200	200	200	215
ceiling (m)	5300	5300	5300	5800
range (km)	500	500	500	420

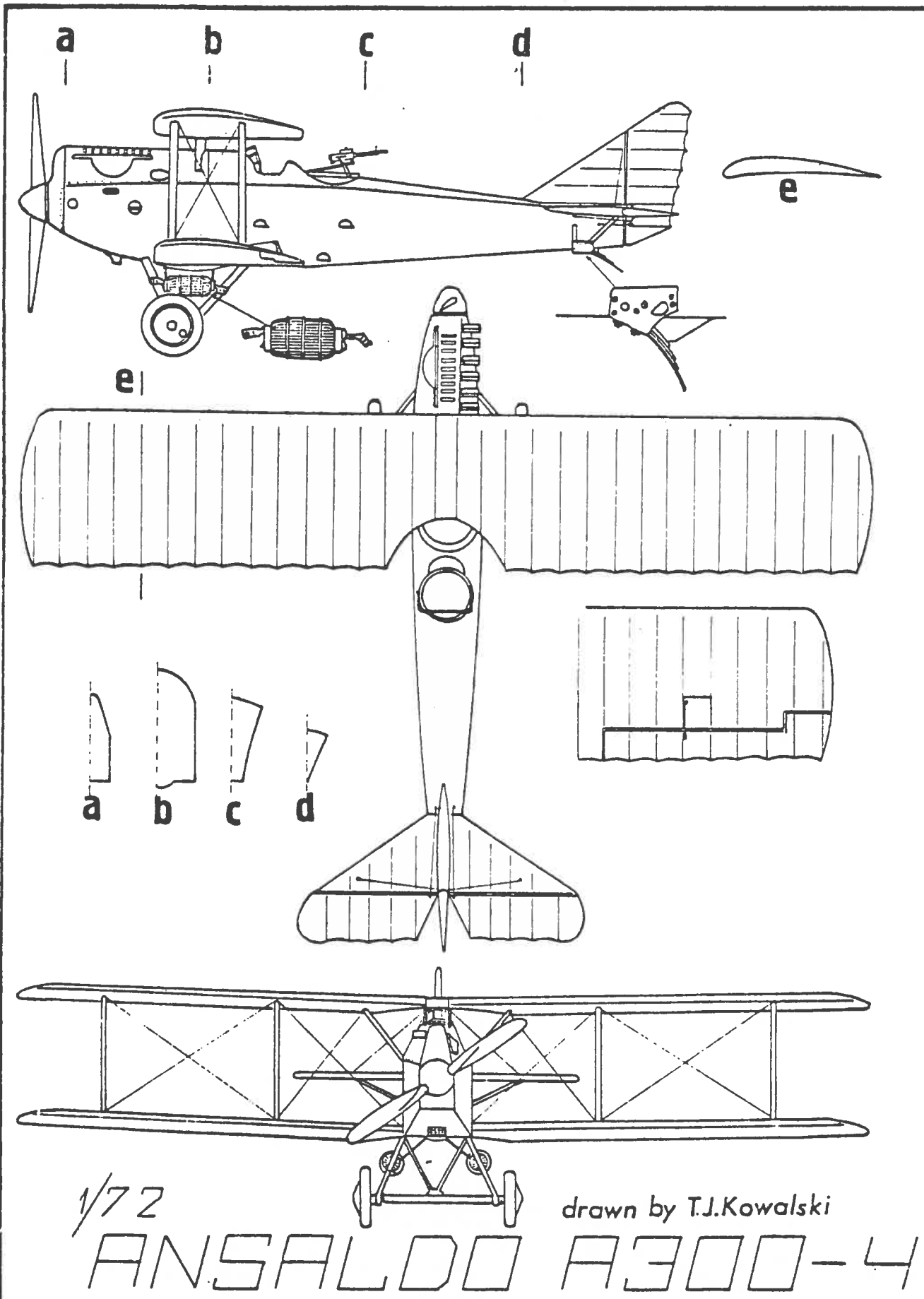
Tomasz Kowalski SAFCH #121



POLISH DECALS

334 National, squadron, & personal insignia. Giant 24.5 x 33 cm sheet. Send \$4.00 to James V. Sanders 27965 Berwick Dr., Carmel CA 93923, USA.





On 7-3-77, Canadair CL-215 (404-09) crashed while scooping water while on a fire-fighting mission near San Sebastian. The a/c hit rocks in the water and one crewman was injured. Another CL-215 (404-08) crashed near Reus in March while scooping water.

On 20-4-77, UH-1H Z.10B-71 (ET-241) of the Spanish Army crashed near Madrid. All 7 persons aboard including the French military attache were killed.

SUDAN: An order has been placed for 6 C-130H. Interest has been shown in obtaining F-5Es.

SWEDEN: The Swedish Air Force is showing interest in the HS Hawk trainer.

After 25 years of service, the SAAB J29 was retired during the celebration of the KSF's 50th anniversary.

SWITZERLAND: On 24-3-77, two Mirages (a IIIS and a IIIBS) collided in the air. All 3 crewmen ejected safely and both a/c were written off.

SYRIA: The Syrian Army has ordered the Kamov Ka 25. An order has been placed with Augusta Bell for 24 A-109, 12 SH-3D, 6 CH-47, and 6 AB-212.

THAILAND: Sixteen F-5E Tiger II are on order.

TOGO: Five refurbished Magisters have been received from the Finnish Air Force. Five Mirage V may be received in the near future.

TUNESIA: Four two-seat MB 326G and 6 single-seat MB 326K have been ordered.

TURKEY: The Army has ordered 56 AB 205 from Italy. These are to be used for rapid troop transport in battlefield situations.

A TAF C-47 crashed in the southwest of Turkey on 19-1-77. Seven persons were killed.

UGANDA: Seven MiG-21 and 4 MiG-17 were destroyed during the Israeli raid on Entebbe airfield; this represented about one fourth of their jet inventory. About 30 Mirage Vs were lent to Uganda by Libya and a number of MiGs have been received from Iraq.

An order has been placed for 6 FFA AS.202 Bravos to be used for primary training.

VENEZUELA: On 2-3-76 a CF-5B crashed; the 2 pilots ejected safely.

On 15-4-76 an OV-10A crashed at Ciud, Bolivar.

ZAIRE: Three DHC-5D Buffalo were delivered in October 1976.

ZAMBIA: Twenty Supporters have been received from SAAB in Sweden. The first a/c was delivered in the spring of 1976.

Compiled by Fred Bachofner (SAFCH #15)

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"About mistakes I noticed in SAFO Vol 2 No 5 and Vol 2 No. 2(6). They are not serious, but right is right. FW-58: FAF a/c was coded NH+01 (in German camouflage and markings). Later it was coded OH-PHS, but I think this code was never painted on a/c. It was given to the Russians 'as German property'. In the Peace Treaty of Sept. '44, there was a section where the Finns promised to give all German property to the Russians. (Sources: Keskinen, Stenman, and Niska; THE FINNISH AIR FORCE 1939-72. Suomen Siivet 1/1969 and 4/1971.) Finnish Drakens: Lennart Andersson is quite correct in saying that more Drakens have been delivered. But, they are 6 F's, 3 C's, and 6 B's that had previously been leased. All together the FAF will have 27 Drakens - 12 XS (built in Finland), 6 B on lease since 1972, 6 F (ex-RSAF), and 3 C (ex-RSAF). All a/c are now FAF property and there are no leased a/c. One of the B's damaged a wing (spring '75) and it was reduced to spares. It is probable that the B's and F's will be converted to XS standard. (Sources: Finnish newspapers, discussions with LapSto personnel during 'open day 1976'; LapSto = Lapin Lennosto = Lapland's Group.)"

Martti Kuivalainen
Etelaranta 4A
96300 Rovaniemi 30
Finland

"I desperately need photos showing the left and right hand sides of the cowling panels applied to KNIL Fokker D VII's with Siddeley Puma engines as used in the Netherlands East Indies. These has an oval radiator and have never been accurately depicted. I have front, marking, and details of the Puma, but I need side details."

Colin A. Owers
PO Box 241
Quirindi, NSW
Australia

(Editor's note: Mr. Owers, a well-known artist for AVIATION NEWS, is presently supplying much useful material for the SAFO. I hope our members will provide whatever assistance they can.)

"It is not too well known that the inscriptions on military a/c in Belgium are in two languages. For example, FORCE AERIENNE BELGE/BELGISCHE LUCHTMACHT: On the Boeing 727 and Sikorski S-58 the Dutch inscription appears on the starboard side, while on the DC-4, DC-6, and Mystere 20 both languages appear on both sides. BELGISCHE ZEEMACHT/FORCE NAVALE BELGE: On Sikorski H-34A and Alouette III, with the Dutch on the starboard side. LANDMACHT/FORCE TERRESTE: On BN Islander). And, PROTECTION CIVILE/CIVIELE BESCHERMING: On over-all dayglo-orange Alouette III with military resistration. These inscriptions are always in capital letters."

Philippe Van Hay
Chaussee de Marche, 29
B-5101 Erpent
Belgium

"Would you be able to put an 'ad' for me in the next SAFO? It concerns information re Eastern European a/c which found their way into Palestine. This information is required for my research into civil a/c in Palestine during 1938-48. The following information is required concerning the two a/c mentioned below. Any other information, photos, etc., would be greatly appreciated.

1. The a/c's construction number.
2. Registration in country of origin prior to delivery to Egypt.
3. Date of delivery or export to Egypt.

The two a/c are:

Zlin XII 'VQ-PAP'. This a/c was bought from Egypt where it had been registered as 'SU-AAZ'. It operated in Palestine between 1941 and 1943 when it was lost in a crash.

Benes-Mraz Be.550 Bibi 'VQ-PAQ'. A rare plane, was also purchased from Egyptian sources, where it was registered as 'SU-ACD' and was operated during 1946-47 in Palestine. It crashed in 1947."

Harry Margulies
4/386 Orrong Rd.
Caulfield North
Victoria 3161
Australia

JANE'S ALL THE WORLD'S AIRCRAFT 1975-1976

Not many of us can afford to buy JANE'S every year, but I do enjoy going to the library every once in a while to look through the new and old copies. There are always alot of photos of a/c with the smaller air forces but, in all honesty, who would think of going to JANE'S to find, for example, a photo of a Canadair CL-215 in Spanish markings. It's always the last place I would think of looking. So, for your information, here is a list of the interesting photos to be found in the most recent issue of JANE'S.

ARGENTINA	IA 58		A-501	PAKISTAN	Alouette III		1898
BRAZIL	Uirapuru		0981		O-1		503-04
	"		PT-GAC	ROMANIA	Islander	Lesotho	7P-LAC
	Bandeirante		PT-JHG		Alouette III		YR-ELD
	MB-326			SOUTH AFRICA	MB-326K		
	Lanceiro		PT-GCA	SPAIN	C-212	Portugal	6504
	Universal		1867	SWEDEN	SAAB-35BS	Finland	DK-202
CANADA	CL-215	Spain	404 - 09	TAIWAN	UH-1H		309
	DHC-5A Buffalo	Peru		UK	BAC 111	Oman	
CZECHOSLOVAKIA	L-410AF	Hungary	HA-YFA		BAC 111	Philippines	PI-CL171
	Z-37A Cmelak	India	VT-EBY		Trilander		9L-LAQ
	Z-526	Swiss	HB-TM		HS 748	Korea	G-BBGY
	Z-526AFS	E. Germany	DM-WGE, etc.		Trident	China	G-BABS
FRANCE	SN 601 Corvette		6V-AEA		Skyvan	Ghana	G 451
	Puma	Congo			Sea King	Australia	01
	Mirage IIIRP	Pakistan	202	USA	Beechcraft 180	Indonesia	PK-ANG & ANH
	Mirage SDV	Venezuela			" Bonanza	Spain	E-247
	Mirage IIIEA	Argentina	1-007		" Queenair		PT-KKI
GERMANY	Bo 105	Japan			" Kingair	Spain	EC-CHB & CHC
INDONESIA	PZL-104 Wilga		IN-025		Bell 212	Brunei	TB
	Lipnir LT-200		IN-201		Boeing 707	Malaysia	9M-TDM
ISRAEL	IAI Arava	El Salvador	FAS-801		727	Dominica	HI-242
ITALY	F-104S	Turkey			737	Brunei	VR-UEB
	AM3C	S. Africa	923		747	Argentina	
	AG 47G		EC-BRI		Cessna 402	Malaysia	FM-2302
	AG 205	Iran	4-610		Learjet 25C		PT-CMY
	CH-47G	Italy	E.1-801		A-4S	Singapore	602
	SF-260	Dubai			TA-4S	"	651
NETHERLANDS	F-27	Burma	PH-FFC		C-130E	Brazil	
	F-28	Gabon	TR-LST		A-7H	Greece	
	F-28	Argentina	LV-LOA & LOB		SF-5B	Spain	CE-9 001
NEW ZEALAND	Airtrainer	Australia	A19-031		Navajo	"	912 - 07
	FU-24	Iraq	ZK-DZA		OV-10B	W. Germany	D-9545
					S-58T	Argentina	H-02
					S-61N	Canada	CF-CGF
				USSR	An-12	Bulgaria	LZ-BAB
					An-24	Scotolia	
					Il-18	Yemen	4W-ABD
					Il-62	Poland	
					Ka-26	Hungary	504
					Su-7B	Egypt	
					Su-20	Poland	03
					Tu-16	Egypt	D3
					Tu-134	E. Germany	DM-SCI
					Tu-154	Hungary	HA-LCB

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FA: Photo Archiv; LI: Luftfahrt International; MF: Modell Fan; MM: Modell Magazin

Austria-Hungary: Photo of Oeffag-Albatros D-II s/n 53.22 (FA 2 p. 20); Photo of Phoenix-Brandenburg C-I s/n 429.46 (FA 2 p.31); Photo of production line of the Oeffag works with Albatros D-II and Oeffag C-II (FA 2 p.71)

Austria: Two photos of Caproni Ca 133 (FA 1 p. 92); Photo of Fiat-Ansaldo A 120 (FA 2 p. 44); Messerschmitt Bf 108B: Of four ordered, only OE-TKA was delivered. It later crashed on take-off in the autumn of 1937 killing all four occupants (MM 6/76 p.26). Photo of Focke Wulf Cierva C.30A reg. OE-TAX (MF 1/76 p. 31).

Belgium: Photo of Stampe Vertongen SV 5 (MM 6/76 p. 4); Color drawing of F.B.A. type H flying boat (MM 2/76 p. 20).

Canada: Photo of sabre s/n 23360 (FA 2 p. 76); Photos of CF-104 s/n 12797, 104835,12939 (MF 11/76 p. 6,7); Photo of CF-104 s/n 104756 of 439 sqn with tiger stripes (MF 10/76 p. 42).

Czechoslovakia: Photos of Aero C-3A's reg. OK-ZDI and OK-?, profile of Czech AF C-3A reg. D-73 (MF 12/76 p. 11 and 21).

Denmark: Photo of TF-35 Draaken s/n AT-155 (MF 11/76 p. 34).

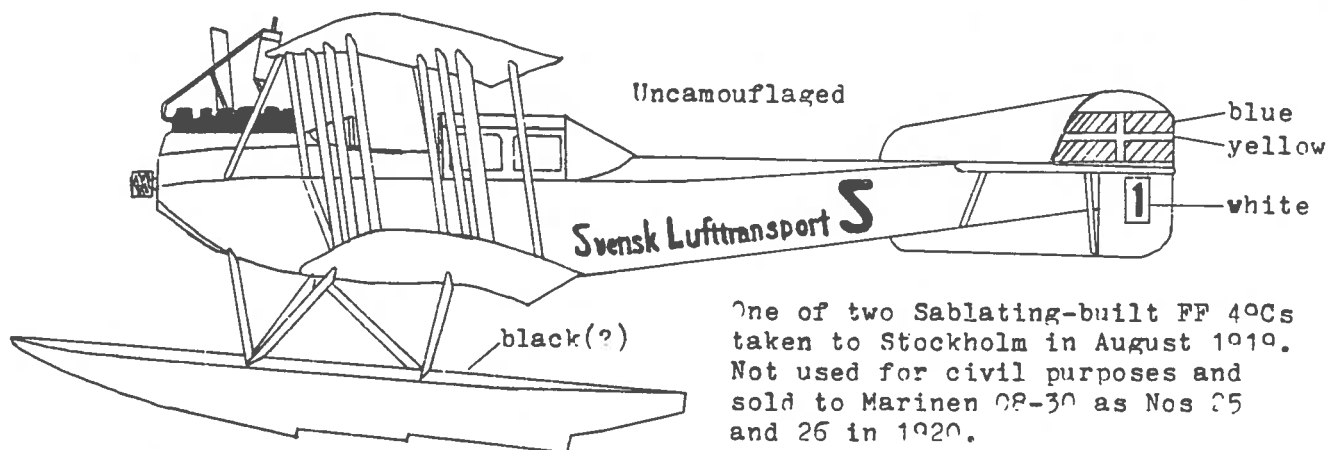
Hungary: Photo of demobilized Arado Ar 96 at Klagenfurt airport 1945. Of note is the extremely weathered camouflage and the markings. C/n 447 has the German markings overpainted and the Hungarian white cross in black square added. C/n 753, with serial G-935, has German Balkencrosses on wings and fuselage but the whole rudder with the swastika is overpainted (probably pale grey) and the Hungarian triangle of the pre-1942 period is added. (MF 7/76 p. 11).

Switzerland: Photo of Clark G. A. 43 reg. CH 169 of Swissair. Operating on the Zurich-Frankfurt night mail service, it found further employment during the day conveying passengers between Zurich-Vienna-Basle and Geneva. In 1936 it was purchased by a French organization which placed it at the disposal of the Republican forces fighting in the Spanish Civil War (FA 2 p. 28). Photo of Bf 108B reg. HB-IKL (LI 17 p. 2568); Photo of Fi 156 reg. HB-IKA (LI 16 p. 2408).

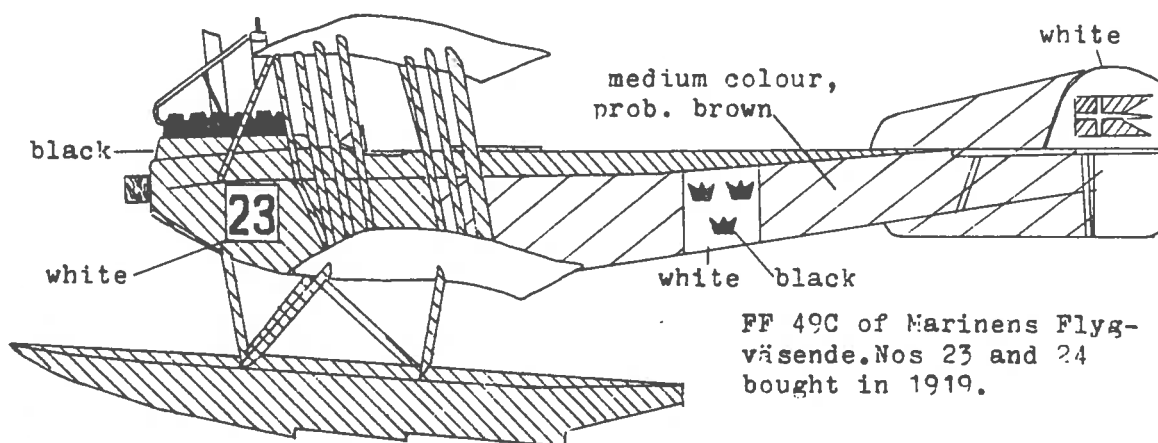
Turkey: After a visit to the Rohrbach Metal-Aeroplan Co A/S, a Turkish commission ordered two Ro IX "Rofix" fighters (not 50 as the London Times stated on December 8, 1925). Both prototypes were built in 1926. On January 27, 1927, the first prototype crashed on a test flight. The second prototype was ready for delivery with Turkish markings but crashed on July 15, 1927 (LI 16 p. 2533).

Compiled by Paul Bezouska (SAFCH #34)

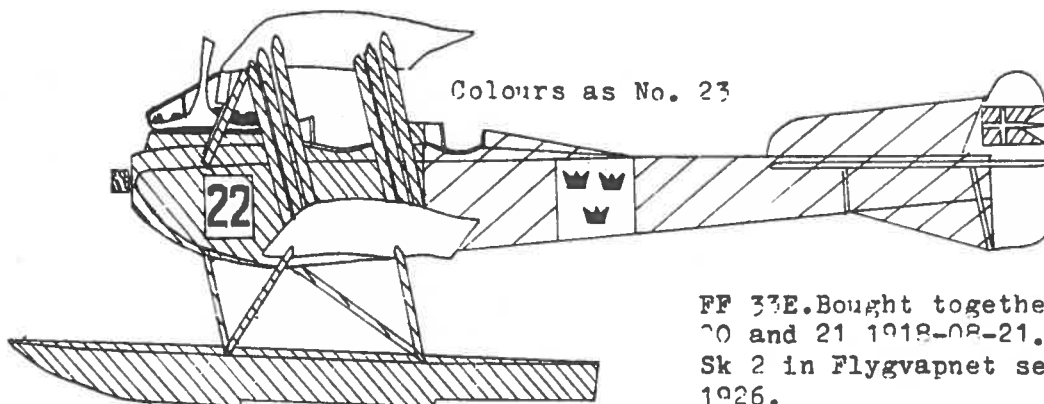
FRIEDRICHSHAFENS IN SWEDEN



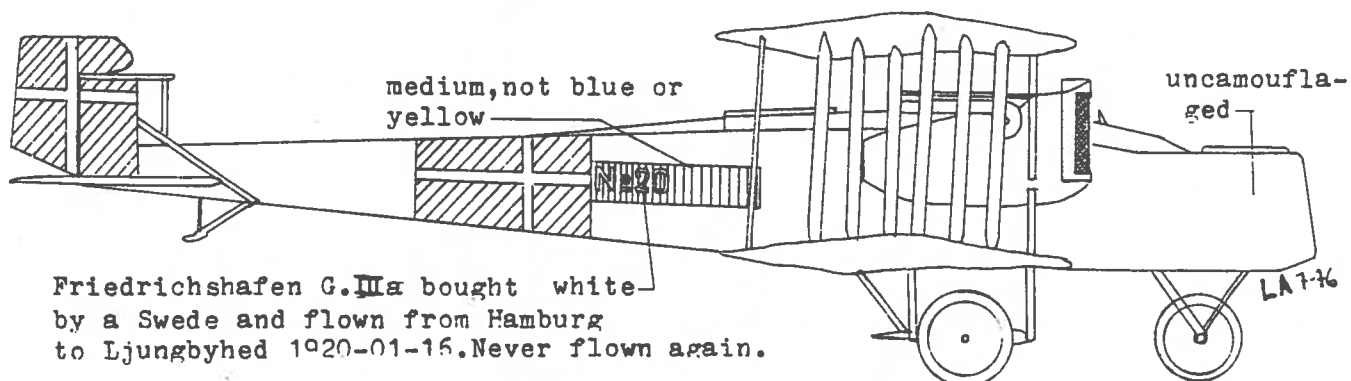
One of two Sablatting-built FF 40Cs taken to Stockholm in August 1919. Not used for civil purposes and sold to Marinen 08-30 as Nos 25 and 26 in 1920.



FF 49C of Marinens Flygväsende. Nos 23 and 24 bought in 1919.



FF 33E. Bought together with Nos. 20 and 21 1918-08-21. Designated Sk 2 in Flygvapnet service after 1926.



Friedrichshafen G.IIIa bought white by a Swede and flown from Hamburg to Ljungbyhed 1920-01-15. Never flown again.

Air Forces In Miniature



With this, the third article in this series on small air forces, a couple of changes are in order as is a bit of backtracking. Changes in format have become necessary due to our expanded reading public in the form of Small Air Forces Observer subscribers. This series is now published in SAFO right after publication in MAI.

Credits are due first. Research and side views are the work of the Editor. The large national markings are by Ted Koppel, who also assists with research. Staff member Jennifer Gaines does most of the titles. Aside from the above, there are numerous people on the lookout for material. One of these is SAFO Editor Jim Sanders who supplied the original drawings of the Mil Mi.4 (even if it was a pretty bad drawing, it re-worked to a pretty nice rendering).

Equipment lists shall accompany each article from now on. If you can add to these lists with any verified information, please do so by writing to the Editor.

ABU DHABI EQUIPMENT LIST

Bell Jet Ranger	Sud Alouette III
Lake La.4	B.N. Islander
DHC-4 Caribou	Hawker Hunter
Westland Puma	Short Skyvan
Dassault Mirage III/V	

AFGHANISTAN EQUIPMENT LIST

de Havilland DH.9 (Russian variant)	
Boeing-Stearman (variant unknown)	
Avro Anson	Hawker Hind/Hart
Bristol F.2B	Breda 25
Antonov An.2	Sukhoi Su.7
Meridionali Ro.37	
Mil Mi. 1/4/8	
Ilyushin Il.80/14/28	
Yakovlev Yak 11/12/18	
Mikoyan MiG 15/17/19/21	

AFGHANISTAN NATIONAL MARKINGS

Earliest national markings we have seen were on the R-9, Russian DH.9 variant. This consisted of white writing beneath the wings, but we were unable to determine details.

We were able to come up with only two types of markings for which photographic evidence could be found. These are shown on the Mi.4 and the Anson drawings. As mentioned in the previous article, Hinds featured full rudder stripes as opposed to the fin flash carried on the Anson.

On this page we offer illustrations of three other national markings used by Afghanistan. These were taken from Robertson's Aircraft Markings of the World 1912-1967 and Jane's All the World's Aircraft, 1942.

1. Early roundel, possibly carried by R-9 and Bristol types.

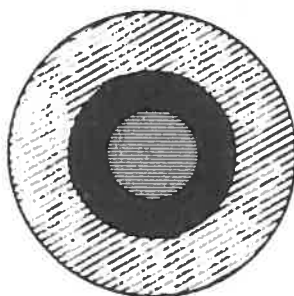
2. Early variation of standard roundel, could well be mistaken impression.

3. Variation of current insignia.

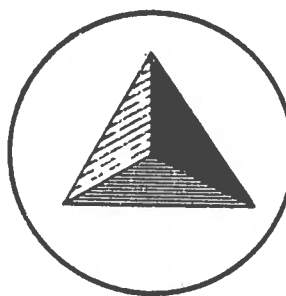
4. Current insignia as shown on the Mi.4 and carried by most current equipment.



1.



2.

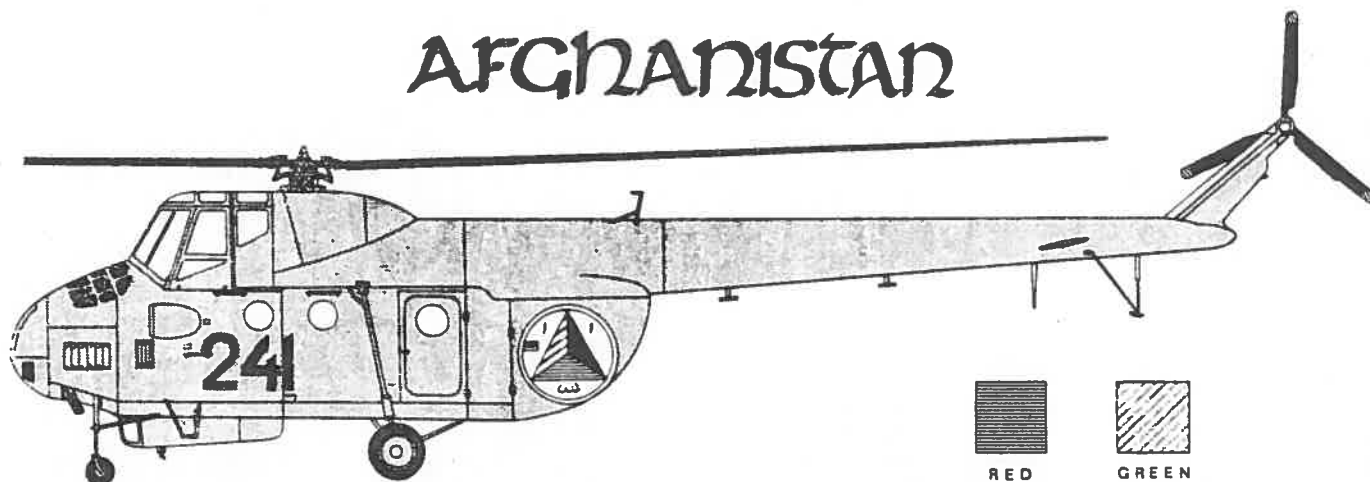


3.



4.

AFGHANISTAN



MIL MI.4 "HOUND" of the Afghanistan Air Force. Light grey overall, black rotors with yellow tips. Aircraft number 241 is either red or black. No weapons carried.

PROJECTAIR/PHANTOM II Part I: Dealing with the conceptual phase of the Phantom II and the development of the F4H-1, this book contains nothing of interest to the small air force Phantom freak. However, since this is the first of what is obviously going to be a long and detailed history of the most important a/c since WWII, I am sure that it will be of interest to many of our members. A complete review will appear in SAFO #8 along with an article on Spanish F-4s by the same author. For the present, it suffices to mention that the 22 pages of the first part contain many large, high quality photos and that SAFCH members can obtain a 10% discount from the normal price of \$3.65 for airmail to the USA and 120p in Europe. Send orders directly to John Dewar Publications, Hoprig Farm, Macmerry, East Lothian, Scotland.

SAMOLOTY WRZESNIA 1939, E. Gajkowski, Zł 10. 28 pages, 21 x 29 cm, plus color front and back covers. This little book contains the best collection of 1/72-scale plans of Polish a/c of the September Campaign that has ever appeared. These plans consist of four or five views, with cross sections, of the following a/c: P-11c, P-7a, P-50 Jastrzab, P-23 Karas, P-46 Sum, P-37 Łos, LWS-14 Czapla (rumored to be out in kit form this year), LWS Mewa, PWS-26, RWD-8, and Lublin R-XIII. The quality of these plans is outstanding and in most cases include layout of instrument panels and sketches of important details. Introductory sections give PAF unit organization in Sept. '39 and a short description (with small side view) of all PAF a/c in use on 1 Sept. '39. The back cover displays 8 color profiles. This inexpensive book is a 'must' for all Polish Air Force enthusiasts and for anyone addicted to collecting 1/72-scale plans.

DUTCH WRECKS AND RELICS, 2nd edition. Compiled by Fred Roos and published by F. Roos and Aero Review. This book, as the title says, deals with all the wrecks and relics in the Netherlands. It is written in English and contains a list of all a/c (wrecks) and parts of a/c anywhere in the Netherlands, with a short history. A map locates the places mentioned in the text and there are many photos of a/c and a/c parts. An article (Operation Harvest) is included telling of the salvation of a/c wrecks from the IJsselmeer. Price of this book is Hfl. 4.50 and it can be ordered through the SAFCH National Editor for the Netherlands.

DE VERMETELE VLIEGENDE HOLLANDERS (The Heroic Flying Dutchmen). This is a book by Thijs Postma the well-known Dutch aviation artist, many of whose works are included in this book. This book deals mainly with aviation in the Netherlands from the start till this moment, chronologically divided into the years of aviation in Holland. Photos include the first a/c that flew in Holland to the F-16, the latest fighter bought by the Royal Netherlands Air Force. Articles included are: the Air Force after the First World War, the first years of the Navy Air Service, Fokker pilots and businessmen, Koolhoven the constructor, KLM, the Air Force during the Second World War, Royal Netherlands East Indies Air Force, fighting from Australia, fighting from England, Prince Bernhard as a pilot, and rebuilding the Air Force. A fine book about aviation in the Netherlands with color photos and many fine color drawings.

COLOR PROFILES OF WW I COMBAT PLANES, Apostolo & Begnozzi. 271 photos, 392 illus., 365 in full color. A good buy when it listed at \$9.98, it is now an outstanding buy at \$7.77. From Publishers Central Bureau, Dept. 477, 1 Champion Ave., Avenel, NJ 07131.

POLIKARPOV Po-2, 1/72 scale, KOVOZAVODY PROSTEJOV: One of the best things that ever happened to the modeler interested in the small air forces was the creation of a model industry in Czechoslovakia. The Czechs have always been noted for their beer, craftsmanship, and precision manufacturing. I don't know how much of the former was employed, but the kits from KOVOZAVODY PROSTEJOV show plenty of the latter two ingredients. Kits released so far are the L-29 Delfin, Avia B-534, Il-10 (Avia B-33), MiG-19, Letov S-328, Lavockin La-7, Avia B-35, and Polikarpov PO-2. Each is an example of exquisite mold making. The first five kits have been available in the USA for some time, but the latest four have been made available only recently. If you're a Czech aircraft freak, then the Avias and Letov will turn you on. But, for the average modeler, the Po-2 should turn out to be the most popular model of the line. All the better, since this is probably the best KP model yet. Crisply molded in light-grey plastic, the kit goes together easily (but one longs for some manufacturing ingenuity in the area of the struts - remember those clever MONOGRAM 1/72 scale bipes?) Interior detail includes floor, seats, rudder pedals, control columns, instrument panels, and scribed detail on the inside of the fuselage. A nice touch is inclusion of the exposed control cranks and horns as separate parts. The engine is adequate, but since it is completely exposed, it will give the super detailers something to do. The decal sheet is fair (as usual with KP) and includes markings for three Russian and one Czech aircraft. (Markings for a Polish aircraft would have been a nice touch.) KP should receive an award for their instruction sheets. Assembly is made easy for the non-Czech reading modeler by a view of the "trees" identifying all the parts (ala Hasagawa) and a more than adequate "exploded" view included. However, it is the marking and camouflage information that is the real gem. Four views (port, starboard, top and bottom - how many instruction sheets give you that?) are included for a brown and green camouflaged Russian Po-2 seen at Pardubice on 10 May 1945 and an aircraft (CY-5) of the Czechoslovak Composite Air Division. Profiles alone are given for two Russian aircraft; one in standard green over light blue and the other in a winter scheme. All four aircraft are depicted in color on the box cover. Complete interior and detail color information is given for each aircraft as well as a short history of the individual aircraft. All in all, this kit is a "must" for anyone who models 1/72 scale aircraft. You will need more than one of these kits because there are a couple of interesting conversion possibilities: (a) The Polish-built C-13, an ambulance version with an enlarged turtle deck, enclosed cockpit, and engine cowl (Reference 1). (b) A Yugoslav machine with a Walter Mikron inline engine (Reference 5). (c) A Finnish VIP transport with the passengers enclosed and the pilot out in the cold (Reference 6). (d) A Russian 3-holer with the seats in tandem (Reference 6). (e) A Czech version with an all-around-vision canopy over rear seat (Reference 4). At \$3 in the USA, this kit is somewhat dear, but you should be able to get two from Czechoslovakia in exchange for a MONOGRAM F-16A or, better yet, in exchange for a subscription to the SAFO. Future KP releases should be the C-2 (Arado Ar-96), S-199 (Jumo-Powered Bf-109G, and the CS-199 (Two seat S-199).
References: 1. Plany Modelarskie #3, 1972.
2. Letectvi + Kosmonautika, #25, 1975.
3. " #21, 1975.
4. " #6, 1976
5. Flying Review International, December, 1965.
6. IPMS-MALLARI, #17.

P.S. You had better run out and buy another Po-2 Kit, L+K #8 1977 contains plans for the Po-2M float plane version.

FORCE AERIENNE GABONAISE

After being a French colony for many years, Gabon became an independent country in 1960. At that time, several escadrilles of the French Air Force were based in Gabon, and as they withdrew (between 1961 and 1963) they left behind their a/c for use by the newly fledged Gabonese Air Force. These a/c consisted mainly of C-47 Dakotas and MH 1521 Broussards.

At the beginning, the Gabonese Air Force was manned by French pilots and mechanics, but there has been a progressive 'Gabonization'. Today the role of France is limited to the training of pilots and mechanics, supplying technical aid, and to the gift or sale of former FAF a/c.

During the Biafra War in 1968, Gabon gave assistance to the rebel side and it was decided that it was time to replace the aging Dakotas and Broussards. Two Cessna 337's were ordered in 1969, two N.262 Falcons in 1970 and a third in 1973. In the meantime, a DC-6B was acquired for cargo work. Several a/c were also bought for official use, especially by President Bongo; a HS 125/400, a Dassault Falcon, a Gulfstream II, and then a new Falcon.

Very recently it was decided to acquire ex-PAF CM 170 Magisters for primary training and it is reported that 4 Mirages have been ordered.

Today the Gabonese Air Force officially states that it operates 28 a/c and 7 helicopters all of which are based at Leon M'Ba AFB near Libreville. This is the location where the Air Academy is to be built.

PRESIDENTIAL AND GOVERNMENT A/C

HS 125/400	TR-LQU	c/n 25250	Operated 1970-1973
Falcon 20	KHA	225	Sold in 1974
Gulfstream II	KHB	127	Delivered 1973
Falcon 20	LWU	309	Delivered 1975
DC-8-63F	LTZ	46053	Delivered 1975
YS.11	KIA	129	Delivered 1971
Pa 31-350	LSB	7405141	Delivered 1974

AIR FORCE A/C

MH.1521	H	c/n 165	Delivered 1963
Broussard	167	167	Operated 1963-1967
C-47 Dakota	TR-KBA	4335	Delivered 1961
		26050	Operated 1967-1973
Cessna Ca.337	TR-KHA	1134	Delivered 1969
	KHB	1132	Delivered 1969
Nord N.262	TR-KJA	32	Delivered 1971
Fregate	KJB	90	Delivered 1971
	KJC	97	Delivered 1973

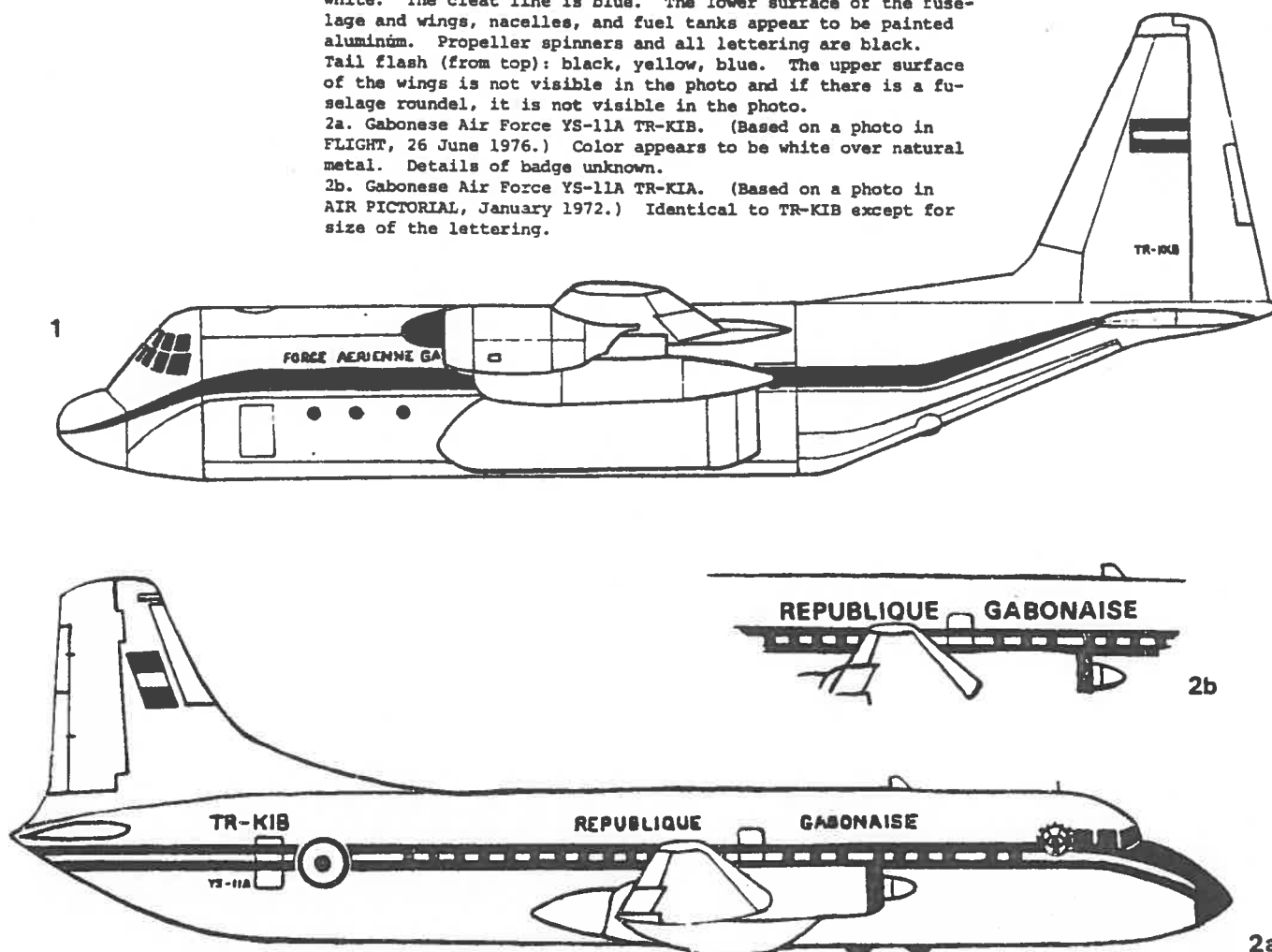
Douglas DC-6B	TR-KEA		Ex TU-TCH
Lockheed L-100-30	TR-KEA		Delivered 1975

SA.330 Puma	TR-KCA	1132	VIP
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Alouette III	TR-KHC		
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Chris Bardou SAFCH #73

1. Gabonese Air Force L-100-20 TR-KKB. (Drawing based on a color slide by R.R. Leader via Jack Morris.) The vertical tail, upper surface of the fuselage, and area below cleat line are white. The cleat line is blue. The lower surface of the fuselage and wings, nacelles, and fuel tanks appear to be painted aluminum. Propeller spinners and all lettering are black. Tail flash (from top): black, yellow, blue. The upper surface of the wings is not visible in the photo and if there is a fuselage roundel, it is not visible in the photo.
- 2a. Gabonese Air Force YS-11A TR-KIB. (Based on a photo in FLIGHT, 26 June 1976.) Color appears to be white over natural metal. Details of badge unknown.
- 2b. Gabonese Air Force YS-11A TR-KIA. (Based on a photo in AIR PICTORIAL, January 1972.) Identical to TR-KIB except for size of the lettering.



TINBOX (In Danish)

Ex-CAF CF-104 in the RDAF	No. 1 1975
F-84E & G in the RDAF	No. 1 to 4 1975
Ex-USAF F-100F in the RDAF	No. 2 and 3 1975
Fokker C.V (The flight to Tokyo)	No. 1 1976

FLASH (Mainly registrations)

The story of 312 Sqd RNEAF	January 1976
The story of 313 Sqd RNEAF	October 1975

SEAR (Mainly registrations)

RNEAF F-84F serials	February 1976
Scottish Aviation Bulldog	December 1975 to February 1976

AIRCRAFT ILLUSTRATED (Mainly British aviation)

De Havilland Vampire	February 1975
De Havilland Dragonfly	November 1975
Strikemaster	November 1975
466 Sqd RAAF	April 1975

FLYVEHISTORISK TIDSSKRIFT (A Danish historical magazine)

F-86D (with drawings)	No. 4 1969
PBY-5 & 6 Catalina	No. 1 1971
KZ-VII (with drawings)	No. 4 1971
Fokker C.1 (with drawings)	No. 1 1972
Bristol Bulldog (with drawings)	No. 3 1972
O-Maskinen (with drawings)	No. 2 1973
Heinkel He. 8	No. 3 1973
B-17	No. 1 1975
L-18C	No. 1 1976

(All a/c in Danish service.)

Bjarne Sorresliig (SAFCH #145)

JP4 MENSILE DI AERONAUTICA: An Italian magazine that often carries articles about small air forces with color photos.
 January 1976: Photos - Mirage V Abu Dhabi (color); BAC 111 SOAF. Articles - Iranian Air Force (First of 3 parts)
 June 1976: Photos - Spanish Alouette III, Saudi Arabian Learjet 25, Taiwan F-5E Tiger, IIAF F-5F Tiger.
 July 1976: Photos - Finnish Fouga Magister, Algerian Fouga Magister, Afgan Il-18. Articles - Flyvevabnet, part 1. Royal Danish Air Force with color photos of KZ.VII, C-54D, Chipmunk, and Hunter.

AVIA The Dutch magazine of aviation and space.

June 1976: Photos - Peruvian Air Force F.28 Fellowship.

MALLARI: The Finnish IPMS magazine, mostly written in Finnish but accompanied by English translations for the drawings and photos. (Editor's comments: Highly recommended. Send \$3.25 to IPMS-FINLAND, PB 798, 00101 Helsinki 10, Finland for issues #17-20.)

1. Photo and drawings of Aeronavale F4U-7 and Finnish Vampires.
2. Article with photos and drawings of Finnish civil Junkers 52.
3. Article with photos and drawings of Curtiss Hawk 75A in FAF service with a color chip of FAF field green (FS 595 #34096 with a touch of brown).
4. Article with photos and drawings of DHC-2 Beaver in FAF service. Photo and drawing of FAF Bf-109G-6/R6. Photos and drawings of Finnish Brewster Buffalo.
5. Drawing and photo of Curtiss P-40M in Soviet markings. Drawing and photo of FAF DH-82A Tiger Moth.
6. Drawing and photos of FAF Hawker Hurricane Mk.I
7. Drawing, photos and article of FAF version of the Saab Draken.
8. Article, drawings and photos of FAF Mig 15. Drawing of FAF C-47-1-DK.
9. Drawing, photos and article of FAF Messerschmitt Bf 109G.
10. Article, drawing and photos of FAF Mig 21 F. 13. Drawing of FAF BN-2A6 Islander.
11. Article, drawings and photos of Mig 21 USSR.
12. Photo of FAF Mig 21 UTI. Article with photos and drawings of FAF Piper Arrow.
13. Article of the Douglas DC-3/C-47 with photos and drawings of Dakotas of Denmark, Sweden, Norway, Finland, Belgium and Turkey.
14. Part 2 of Dakota article with USA, USSR and civil.
15. Article with photos and drawings of the Fiat G.50 in FAF service.
16. Photos and drawings of V.L. Pyorremyrsky in FAF service. Photo and drawing of FAF Saab Draken (first Finnish built aircraft)
17. Entire issue on the Po-2 in Finland. Photos and drawings of some interesting variations. e.g., 3-seat version and a VIP transport version.

HERKENNING

HERKENNING (Dutch Recognition Journal).

- No. 1 1976: Two pages of photos of MBB Bo-105 in Dutch service.
- No. 4 1976: Photos of Finnish MiG 21UTI Mongol A, East German MiG 21UTI Mongol B, Polish MiG 21 Fishbed D, Belgium C-130H Hercules, Merlin IIIA, Boeing 727, Sea King Mk.48; Spanish T-6 Texan (E.16); Danish F-100D; Turkish F-100F.

MILITARY AVIATION NEWS FROM AFRICA (A summary of information from the ASA NEWSLATTER)

Mauretania: Short Skyvan 5T-MAM (SH 1943) and 5T-MAN (SH 1945).

Angola: Operating 12 MiG 21 and several MiG 17, MiG 19 and 3 G-91. The Portuguese left many aircraft in Angola. The following are known to have been left: DC-3 6163, 6164, and 6176. Noratlas 6404 and 1612. Beech 18 2520. B-26 7195 and 7107. F-84G 5195 and 5141. Auster D5 3528, 3536, 3566, and 3572. Do 27 3352, 3355, 3356, 3367, 3420, and 3480. Harpoon 4605. And, at least 12 AT-6. Two DC-3 and one Al-3 in civil markings are operated by MPLA.

Mocambique: Two Noratlas left behind were operated by the MPLA in Angola. CR-ARC and CR-ARD.

Sierra Leone: Four SAAB Safari/Supporters have been ordered.

Zaire: The order for DHC-5D's has been cancelled.

Liberia: The Air Reconnaissance Unit of the Liberian Army operates a Cessna 207 ARU-008.

Algeria: Three F-27 are on order. C/N 10526, 10527, and 10529.

Gabon: One F-28 is on order. C/N 11104; TR-LTR.

Ghana: Two more F-27 are on order. C/N 10535 and 10549. F-27 G-522/c uses call sign 9G-FGA and G-523/d uses 9G-FBX.
Mauritus: The government operates an SA-319B Al3; c/n 1964.
Comores Island: The government operates a Cessna 402B, c/n 0909 D6-ECA.

Lars-Inge Grundberg (SAFCH #211)

Ecuador: Deliveries of the 'Sepecat Jaguar Internationals' are under way. The first two a/c, both single seat, were delivered to the Fuerza Aerea Ecuatoriana at the end of January 1977.

Oman: Deliveries of 'Sepecat Jaguar Internationals' are due to commence in March 1977.

Ian Dewar (SAFCH #163)

Liberia: Liberia has established an air arm as a component of their Army. It is called the Air Reconnaissance Unit. Present a/c are: 2 Cessna 172, 1 Cessna 185, 1 Cessna 207, and 2 C-47's.

Egypt: Two of the 6 C-130's ordered have been recieved. They are C-130E's and not H models.

John Grier (SAFCH #251)

SAFCH Survey (preliminary): PROFILE ARTWORK of NVA.F. X - Democratic Republic of [North] Viet Nam - MISC. AIRCRAFT										TED KOPPEL	
type	no./code	color	location (year)	aircraft finish	profile	(other views)	publication (issue)	page	notes (illustrator)		
I-28	3256	red	—	natural metal	left	—	IPMS SEATTLE CHAPTER QUARTERLY (Apr. 1973) Vol. 3, No. 3-4 [Special Issue: Russian Jets]	37	(red? fin) (Seattle art: J. Schubert for Schaaf?) extra notes		
MIG-15	11	black	—	natural metal	left	—		9	OLD INSIG. (G. Reynolds)		
MIG-17F	1729	red	—	natural metal	left	—		11	OLD INSIG. (notes) (J.J.S.)		
	2019	red	—	camouflage	left	right detail		16	(stbd. stars) (G.R.)		
	2133	red	—	"aluminum"	left	—		64	blue fin (R. Migliardi?)		
	(SAME AIRCRAFT)						IPMS SEATTLE Q. (Apr. 1973)	16	(G.R.)		
	2151	red	—	"aluminum"	left	—	IPMS CANADA R.T. (June 1971)	64	(R.M.?)		
	(SAME A/C) [light grey]						IPMS SEATTLE Q. (Apr. 1973)	16	(G.R.)		
	2533	red	—	"aluminum"	left	—	IPMS CANADA R.T. (June 1971)	64	red fin — — — [No stars]		
	3020	red	—	camouflage	left	—					
	(SAME A/C) [1971]						AIR ENTHUSIAST Vol. 3, No. 6 (Dec. 1972)	312	[7 stars] COLOR (J. Weal)		
	(SAME A/C)						IPMS SEATTLE Q. (Apr. 1973)	16	(stbd. stars) (G.R.)		
	(SAME A/C) [1972]						...AND KILL MIGS by L. Drendel (1974)	35	NOTES: Semi-profile [shows] L. Drendel COLOR		
MIG-21PF	4326	red	—	"aluminum"	left	—	IPMS CANADA R.T. (June 1971)	64	13 stars (red nose) (R.M.?)		
	(SAME A/C) [1971]						AC PROFILE No. 238 - "Mig-21 (Apr. 1972) (Fishbed) Variant - J. Brindley (1972)	88	(green nose) COLOR (P.E. Castle)		
	(SAME A/C)						IPMS SEATTLE Q. (Apr. 1973)	29	(J.J.S.)		
	5063	red	—	natural metal	left	wing	...AND KILL MIGS - L. Drendel (1974)	31	(partial plan) COLOR (L. Drendel)		
	(SAME A/C)						IPMS CANADA R.T. Vol. 5, No. 11 (Nov. 1972)	46	(dark-green nose) (R.M.?)		
MIG-21PM	(SAME [?] A/C)						IPMS SEATTLE Q. (Apr. 1973)	31	color notes (J.J.S.)		
	4324	red	—	natural metal	left	—		30			

SAFCH Survey (preliminary): PROFILE ARTWORK of V.N.A.F. AC - Republic of (South) Viet Nam - Part I - Douglas A-1 "Skyraider"

[illegible]

SAFCH Survey (preliminary): PROFILE ARTWORK of V.N.A.F. AC - Republic of (South) Viet Nam - Part II: Misc. Aircraft (*)													
type	serial no	AC code	unit	(insignia)	location	(year)	% finish	profile	(other views)	publication	(issue)	page	notes (illustrator)
A-37B	14776	—	516 FS.	(fuselage and tail)	—	—	camouflage	Left	—	REPLICA IN SCALE	(Mar. 1975)	46	additional insignia notes (J. Wogstad)
↓	14814 [57-14814]	—	524 F.S.	(tip tanks & radiator)	—	—	cam.	Left	—	Vol. 3, No. 1			
B-57B	—	—	—	—	—	(mid-1960s)	cam.	Left	—	AC PROFILE No. 247 - "Martin B-57A" - D. Anderson		9	COLOR (M. Trim, T. Hadler, T. Brittain)
↓	—	—	—	—	—	—	—	—	—	AIRCRAFT IN PROFILE Vol. 14	(1974)	9	
F-5A	13815?	—	522 Sq.	(fuselage [236])	—	—	cam.	Left	—	AIRFIX MAGAZINE ANNUAL for Modelers	(1971)	21	(R.E. Gardner)
↓	10558	—	522 Sq. 23 W.	(fus.)	Bien Hoa	—	cam.	Left	—	AIR ENTHUSIAST Vol. 2, No. 6	(June 1972)	324	COLOR (J. Weal?)
F8F-1B	1510	G	514 F.S.	(nose)	Tan San Nhut [DISPLAY]	(1966)	blue	Left (detail)	—	PROFILE No. 107 - "The Grumman F8F Bearcat" - H. Andrews	(1966)	11	COLOR (R. Ward)
↓	[121510]	—	—	—	—	—	—	—	—	AIR ENTHUSIAST Vol. 4, No. 2	(Feb. 1973)	96	light variation (J. Weal)
↓	35-69	—	[Training Center]	(nose & tail)	Nha Trang [DISPLAY]	Sept. (1964)	natural metal	Left	3/4 & detail	SMALL AIR FORCES OBSERVER Vol. 1, No. 3	(Sept. 1975)	53-54	additional notes (T. Koppel)
MS.500	—? —	K	1 Air Obs. Sq.	—	Nha Trang (late-1951)	—	green	Left	—	AIR INTERNATIONAL Vol. 8, No. 4	(Apr. 1975)	200	EARLY INSIG. (J. Weal?)
O-1	562481	—	—	(rudder)	—	—	light grey	Left	—	IPMX/USA QUARTERLY Vol. 9, No. 2	(Summer 1974)	58	(J. Maas?)
T-28D	38364	—	—	(nose/tail)	[near Saigon]	—	light grey	Left	cowl details	IPMX/USA QUARTERLY Vol. 2, No. 2	(July 1966)	13	notes (W. Stagg)
↓	38371	TI-371	—	(nose/tail)	[near Saigon]	—	light grey	Left	(plan)	PROFILE No. 155 - "The North American T-28" - D. Bragelton	(1967)	11	COLOR (R. Ward)
↓	—	—	—	—	—	—	—	—	—	AIRCRAFT No. 54 [Vol. 2] Sharkmouth 1945-1970		plate H	twice as large
↓	(140640)?	LT	516 FS.	(tail)	—	—	grey	Left	details	FLYING REVIEW INTERNATIONAL Vol. 19, No. 8	(May 1964)	56	COLOR (P.E. Castle)
UH-1H	—? - 538	—	217 Hel. Sq.	(tail)	—	—	olive drab	Left	—	MODEL-AIRCE INTERNATIONAL Vol. 1, No. 9	(1972)	7	(T.A. Young)
(*) The above aircraft are: Cessna A-37B "Dragonfly", Martin B-57B "Cambaer", Northrop F-5A "Freedom Fighter", Grumman F8F-1 "Bearcat", Morane-Saulnier MS.500 "Viguet" (Fieeeler F-156C "Storch"), Cessna O-1 (L-19) "Bird Dog", North American T-28D "Trojan", Bell UH-1D "Troquois" ("Huey").													
This SAFO "Reference Shelf" project obviously incomplete, as many other publications not checked. Additional sources appreciated. ~TED KOPPEL													
OCT. 1975													

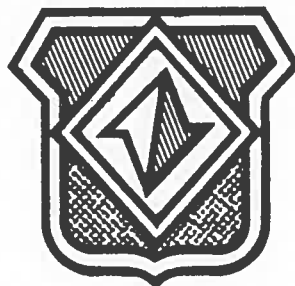
(*) The above aircraft are: Cessna A-37B "Dragonfly", Martin B-57B ("Canberra"), Northrop F-5A "Freedom Fighter", Grumman F8F-1 "Bearcat", Morane-Saulnier MS. 500 "Criguet" (Fieseler Fi 156C "Storch"), Cessna O-1 (L-19) "Bird Dog", North American T-28D "Trojan", Bell UH-1D "Iroquois" ("Huey").

This SAFO "Reference Shelf" project obviously incomplete, as many other publications not checked. Additional sources appreciated. ~TED KOPPEL

The Northrop F-5A in service Nationalist China Air Force 1st Tactical Fighter Wing

ALL COLORS PER FED STD 595

AIRPLANE IS PAINTED
ALUMINIZED POLYURETHANE
ALL OVER



GLOSS INSIGNIA RED #11136



GLOSS INSIGNIA WHITE #17875
(INSIGNIA AREAS ONLY)



GLOSS INSIGNIA BLUE #15044

THE STANDARD RESCUE MARKINGS
ARE GLOSS YELLOW ORANGE
#13538 & GLOSS BLACK #17038

1st SQUADRON- GLOSS INSIGNIA RED #11136
3rd SQUADRON- GLOSS INSIGNIA BLUE #15080
9th SQUADRON- GLOSS YELLOW ORANGE #13538

THE 2 FUSELAGE FUEL TANK
FILLERS ARE INSIGNIA RED
#11136 (10.0 DIA & 6.0
DIA) AND INSIGNIA WHITE
#17875 (8.0 DIA)

THE UPPER, INBOARD QUADRANT
OF THE TIP TANKS IS FLAT
BLACK #37038

THE NATIONAL INSIGNIA IS GLOSS
INSIGNIA BLUE #15044 AND GLOSS
INSIGNIA WHITE #17875. (ROUNDELS
AND RUDDER STRIPES.)

MARKINGS ARE GLOSS BLACK #17038

THE FIN TIP IS
SEMIGLOSS GREY #26440

TAIL CONES ARE HEAT
DISCOLORED BARE METAL

Gus Morfis 4-17-72

LA AVIACION LEGIONARIA, ESPANA 1936-39, Angelo Emiliani-Giuseppe F. Chergo-Achille Vigna, Edit. San Martin, Madrid. This book, a most welcome addition to the already long list of studies on the aerial warfare in the Spanish Civil War, makes an interesting departure from previous efforts in that it deals exclusively with the Italian participation and is 100% pictorial. A soft-cover edition in "landscape" format, it presents a very brief text that consists of: a) Introduction, b) List of units of the Regia Aeronautica that served in Spain, type of duties (fighter, bomber, etc.), name of each Gruppo (Gamba di Ferro, Cucaracha, Asso di Bastoni), and the type of a/c used, c) List of Italian a/c sent to Spain and the quantity of each type, d) List of a/c lost, e) List of victories (Italian sources), f) Plus, a chapter on camouflage and markings. The main body of the book is 212 excellent photos, previously unknown to me, all with highly explanatory captions. Twenty-three photos are close-up views of personnel and/or squadron insignia, and several others are devoted to foreign (German, Czech, French, American) and captured a/c. It should be stressed that there is not one single photo taken outside of Spain, after the war, or in camouflage and markings other than those of the Civil War. This book also includes a few color drawings of a/c and squadron insignia.

A thoroughly commendable book with special appeal to those those interested in the planes of the 30's, the Regia Aeronautica, and a real must for the Spanish Civil War buff. This Spanish edition, of which only a few copies arrived in Mexico, was sold here at \$8; but I understand that it can be obtained in the USA in its original Italian edition (L'AVIAZIONE LEGIONARIA 1936-39) at around \$4.

Ismael Garcia Llaca (SAFCH #53)

CADENAS DEL AIRE, J.L. Jimenez-Arenas. Edit. San Martin, Madrid; 400 pages, 200 photos. The son of a General, who was the Military Governor of Catalonia, and the younger brother of a Spanish flyer who participated in the flight to South America in a Breguet 19 in the last days of the Monarchy, the author of this book was a medical student at the outbreak of the Civil War in Spain. After a brief spell serving as a volunteer anesthesiologist in a Nationalist field hospital, he was drafted and went to the flying school at Seville, where he learned to fly in a Gipsy Moth, and after flying on Bucker Jungman, De Havilland DH9, and Arado Ar66, finally earned his wings and was commissioned in a "Turkey" Grupo (Heinkel He 45) devoted to ground support. After many months of fighting, he changed to a "Cadena" (chain) formation made up of Heinkel He 51, reputed as having raised close support to a fine art. Towards the end of the conflict, he was promoted to a fighter pilot flying Heinkel He 112 and, immediately after the war, Messerschmitt Bf 109E. Upon his discharge he went back to college to finish his education as a doctor. This book of memoirs of a Nationalist pilot is written in a highly readable style. In fact, it can be read as a Novel (though you must be familiar with a lot of Spanish idioms) and, quite surprising for this kind of book, it is completely devoid of political partisanship or hate towards the former enemy. Besides, it is sprinkled with a good sense of humor and with mouth watering descriptions of the fine Spanish cuisine (like Hemingway, the author cannot hide his gourmet inclinations). The list of illustrations includes the pictures of many pilots mentioned in the text, and some 90 photos of the following a/c: Gipsy Moth, DH 9, Bucker Jungman, Jungmeister, Arado Ar 66, Heinkel He 45 "Pava", RWD 13 "Polaca", Lockheed Electra, Miles M.2f "Hawk Major", He 51, Vultee V1, He 112, Polikarpov I-16, Fiat CR.32, and Bf 109B and E; all in Spanish markings.

Ismael Garcia Llaca (SAFCH #53)

POLSKIE KONSTRUKCJE LOTNICZE 1893-1939, Andrzej Glass. 26 x 30 cm., 448 pages, 220 zt. With the publication of this book, Poland probably becomes the small country with the most well-documented aviation history. Pre-WWII construction, for both military and civil use, is covered in Jerz Cynk's book Polish Aircraft 1893-1939 and in the book review here. Post-WWII construction is covered in Andrzej Glass' earlier book Konstrukcje Lotnicze Polski Ludowej. Andrzej Mogata's book Polskie Samoloty Wojskowe 1918-1939 covers all pre WWII military aircraft, including those purchased abroad; and the operational history of the Polish Air Force is presented in Cynk's book History of the Polish Air Force 1918-1968. (Still needed is a book on Polish civil aviation both pre- and post-WWII and a more complete history of the PAF since WWII.)

The new book by Andrzej Glass not only has the same title as the Cynk book but also covers exactly the same subject material. However, there is sufficient new material, in text, drawings, and photos, to make this book a most welcome addition to the literature on the aircraft of the smaller countries.

The first part of the book (55 pages) is devoted to a review of the Polish Aircraft industry and includes photos of most of the aircraft built in Poland under license agreements and a year-by-year production table for all aircraft built in Poland. The remainder of the book is devoted to the description of Polish designed aircraft and gliders. The sections are: aircraft construction before 1918 (33 pages), amateur construction (32 pages), aircraft constructed by CWL, Bartel, Lublin, LKL, LWS, PWS, PZL, and RWD (214 pages), and, gliders (103 pages).

The outstanding feature of the book, and one that makes it a worthwhile addition to your library even if you already have Cynk's book and can not read Polish, is the scale drawings. Every aircraft built in Poland before 1939 is represented by an excellent 3-view scale drawing. Most of these are in 1/100 scale. These latter include the Lublin R-XIID; PWS-26; PZL P-7a, P-11c, P-23B, P-24G; RWD-5bis, 6, 8, 9S, 10, 13; and gliders CW-5bis/35, WWS-3, PWS-101, 102; SC-3, 3bis/31, Komor bis, Orlik O limkyski, and Mewa. (As a concession to size the PZL Bos and Wicker are presented in 1/100 scale.) All variants of a particular design are present in 1/100-scale side views.

Each aircraft is covered by at least one photo and generally there are many more. (For example, the RWD-8 is covered in 11 photos.) Many of the photos are familiar but a significant portion, particularly those of Polish a/c in foreign markings are new to this reviewer. Unfortunately, the quality of reproduction of the photos run from fair to indifferent.

The text seems to emphasize a bit more of the operational history than does Cynk's book. Of particular interest is the inclusion of Rumanian and Hungarian registrations of the aircraft that escaped from Poland in September, 1939.

Now comes the bad news. The first edition of this book, printed in the ridiculously small impression of 5250 copies sold out immediately, in spite of the fact that the cost of the book amounts to 1/20th the monthly income of the average Polish enthusiast. To make matters worse, a second edition is not scheduled until 1980. One of our members has talked to the publisher about a possible English-language edition, but reports that his proposal was received with less than enthusiasm. If any of you are interested in an English-language edition, please write to me how much you would be willing to pay for such an edition. I'll pass this information on to our Polish member. Perhaps it will help him in his negotiations with the publisher. In the absence of an English-language edition, we'll just have to wait until 1980 and then obtain the second Polish-language edition by trading with Polish SAFCH members.

RESEARCH STUDY ON THE FUERZA AEREA PERUANA SERIALS

As already told in the article about the Forca Aerea Brasileira a/c serials, published on the Vol 1, no. 4 issue, we intend to get the s/n of every aircraft put in service with the Latin American air forces.

The second country covered is Peru and its Fuerza Aerea (FAP). We sincerely hope that every member interested in the theme will help to complete the list.

First of all, I wish to thank very much our good friend and member of SAFO, Claudio Maranta for his highly valuable help. Many of the serials have been provided by him. Thank you very much Claudio.

Well, let us begin.

From 1960 the FAP has used a serial system that consists of three digits painted on the fuselage sides of the planes. According to our notes it seems to be that the fighters are numbered in the 1xx series, the bombers in the 2xx, the transports in the 3xx, the trainers in the 4xx, the recce maritime patrol in the 5xx, and the choppers in the 6xx. We have some doubts in respect to the allocated serial of some examples.

As ever we hope the readers of these notes can excuse us for the possible errors.

FIGHTERS

Type	Serial	Remarks
Mirage 5P	101	
"	102	
F-47D	114	wfs
"	115	wfs
"	116	wfs
"	119	wfs
"	122	wfs
"	127	wfs
Mirage 5P	181	
"	182	
"	183	
"	184	
"	185	
"	186	
"	187	
"	188	
"	189	
"	190	
"	191	
"	192	
Mirage 5DP	197	
"	198	
Hunter F-52	?	630-645 pre-1960
Hunter T-62	?	681 pre-1960
F-80C	?	660-666 pre-1960
F-86F	?	591-595 pre-1960

BOMBERS

Type	Serial	Remarks
Canberra B(I)58	206	
"	207	
"	208	
"	209	
"	210	
"	211	
"	212	
B-26C	227	wfs?
Canberra T.4	231	
"	232	
Canberra B.2	233	
"	234	
"	235	
"	236	
"	237	
"	238	
"	239	
"	240	
"	241	
"	242	
"	243	
"	244	
"	245	
"	246	
Canberra B(I)68	247	
"	248	
"	249	
"	250	
"	251	
"	252	
"	253	
"	254	

TRANSPORTS

Type	Serial	Remarks
DHC-6 Hidro.	300	
C-47	301	ex C-46
DHC-6	302	
"	303	
"	304	
"	306	
"	309	
C-46	310	
DHC-6	311	ex C-47
Piaggio P-136	312	wfs
DHC-6 Hidro.	313	ex P-136
Turbo Porter	314	
C-47	315	
Turbo Porter	316	ex C-47
DHC-5	321	
"	322	
"	323	
"	324	
"	325	
"	326	ex C-46
"	327	
"	328	
Cessna 185	335	
"	338	
"	339	
"	340	
"	341	
Cessna 320	344	
"	345	
DHC-5	347	
"	348	
"	349	
"	350	
"	351	
C-47	355	
"	357	
"	358	
"	359	
C-54	361	c/n 10334
"	362	c/n 10476
"	363	c/n 10435
C-47	364	
"	367	
"	368	
"	369	
"	371	
"	373	
DHC-2	374	
DHC-2 Hidro.	375	
"	376	replaced by DC-6
DC-6B	377	
"	378	ex PBY-5A
"	380	
"	381	
DHC-2	382	to civil regs.
"	383	"
DHC-2 Hidro.	384	
C-54	386	
"	387	
"	388	
F-28	390	ex DHC-6

TRAINERS

Type	Serial	Remarks
Stearman PT-17	400	
"	404	
T-6	422	
T-41D	432	
"	443	
T-37B/C	447	
"	462	
"	473	
"	474	
"	475	
"	482	
T-33A	482	replaced by T-37
"	488	
AT-11	495	

RECONNAISSANCE/MARITIME PATROL

Type	Serial	Remarks
Cessna 150F	510	
"	511	
HU-16B	519	
"	521	
Learjet 25	522	
"	523	

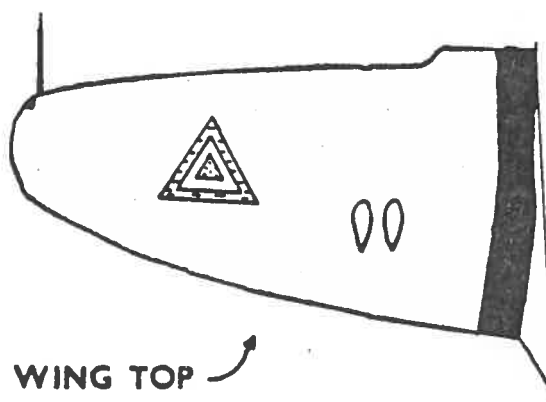
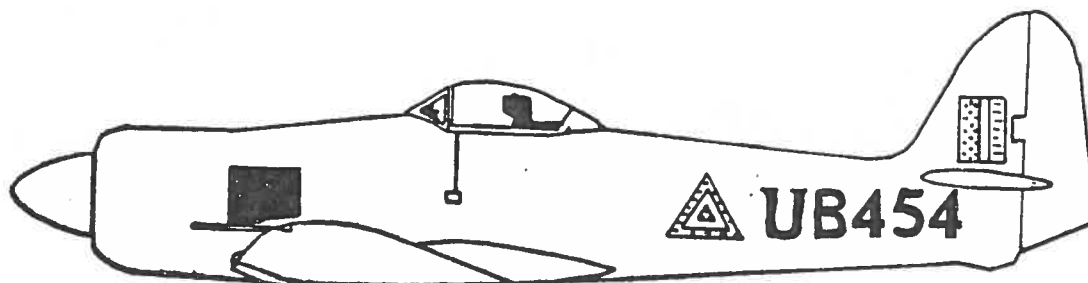
HELICOPTERS

Type	Serial	Remarks
UH-1D	600	
Bell 212	608	w/o 6-10-74
Bell 47G ?	624	
Mil Mi-8	626	w/o 28-2-75
"	633	
"	634	
UH-1D	644	

Well, this is all we actually know about the Fuerza Aerea Peruana serials. Any corrections, additions or photos to include in the definitive work on this theme will be welcome by ...

Jose Luis Gonzalez Serrano (SAFCH #141)

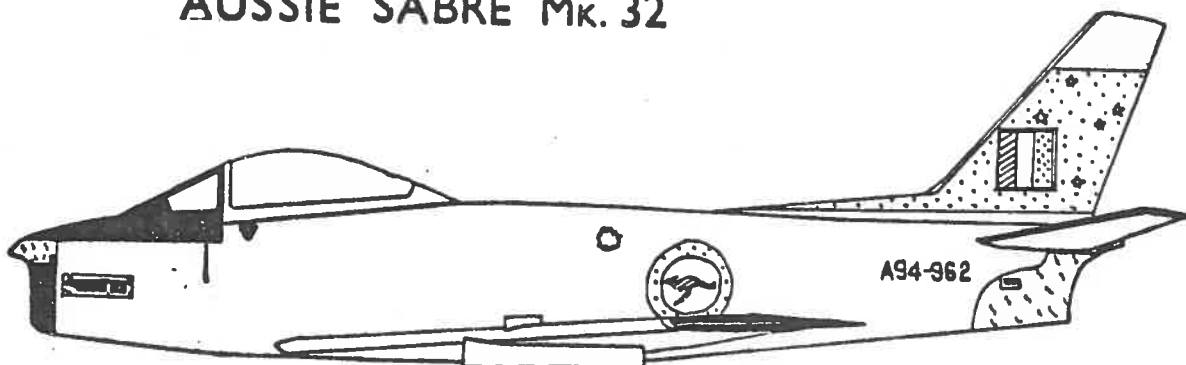
BURMESE FURY



EX. R.N. SEA FURY FB.11
BURMA A.F. 1958:1975
OVERALL N.M.F.
YELLOW BLUE
BLACK UB454
BLACK PROPS

INFO: 'HIPPO' FIGHTERS

AUSSIE SABRE Mk. 32



CA. SABRE 32. R.A.A.F. 1960

INFO: 'HIPPO' FIGHTERS

N.M.F. OVERALL RED
DK. BLUE SILVER

'ASIAN DUO' BY *Paul Beaver*
June 1975

THE CIERVA C.30 IN MILITARY & CIVIL SERVICE AROUND THE WORLD

Every author and artist who prepares material for the SAFO does so in the hope that his efforts will encourage other members to add what they have to the story by contributing follow-on material to the SAFO. In this sense, every SAFO article is a research project. On the other hand, a SAFCH Research Project is a direct invitation to all members to work together in putting together as complete a story as possible. At the same time it is a commitment by the Project Director to promptly collate the material received and publish the results as soon as possible. It is with this philosophy in mind that I respectfully submit SAFCH Research Project #6.

The C.30 was the last autogyro designed by the "father of the autogyro", Juan de la Cierva, and was probably the most successful autogyro of all times. Licence-built in England (as the Avro 671), France (as the LeO C.30), it served in military or military markings in some 23 countries. Although tested by the military of several countries and used for radar-calibration by the UK, the only C.30's to see combat in WWII were those of the French Air Force and Aeronavale.

It is intended that this Research Project cover the history and markings of all C.30's except those of the UK. Those of France and Germany are included because of the total lack of information about these in the English-language literature.

In way of introduction, here is a summary of all the information presently in the SAFCH files. (The numbers in parentheses indicate the reference.)

Known Registrations

Argentina	2 a/c (1)
Austria	OE-TAX (1, 17a); Air Force 1 a/c (12b)
Australia	VH -USQ, -UUQ, -USR (1)
Belgium	Air Force 1 a/c (1)
Brazil	PP-TAF (1)
China	1 a/c
Czechoslovakia	OK-ATS (1, 14a, 20); OK-IEA (14a) / S-8 (4, 15a)
Denmark	M-1 (1,5) / SE-AKW (1), M-2 (1,5)
France	F-AOHY, AOHZ, AOIO, AOLK (1, 16a); Air Force, F.401 - F.455, Aeronavale 1 (16a)
Germany	D-EKOM, EKOP (1)
India	VT-AFF, AFS, AFQ (1)
Italy	I-CIER / MM 30030 (1)
Netherlands	PH-HHH, ARA (1)
Norway	LN-BAN (1, 12a)
Poland	SP-ANN (1, 3)
Spain	41-2 (1), 41-3 (1, 11c)
Sweden	SE-AZA (1), AFI (1, 11b), AEA (1, 11a)
Switzerland	HB-MAB (1)
UK*	(1, 13a)
USSR	1 a/c (1)
Yugoslavia	Air Force 2 a/c (1)
?	EA-SCA, SCB (1)
Lithuania	LY-LAS (1)

* Complete registration given in reference

Drawing: 1/72 scale plans (13a)
Color profile F.404 (16a)

Production: Avro 671 66
LeO 63 or 64
Focke Wulf 40*

* Licence obtained to build 40. Number actually built not given in known references.

Photos: Austria: OE-TAX (17a). Czechoslovakia: OK-ATS (20), S-8 (4,15a). Denmark: M-1 (5). France: F.404, 413, 419, 3S2 1 (16a). Germany: D-EKOP (1). Poland: SP-ANN (3). Spain: 41-3 (11c). Sweden: SE-AEA (11a), SE-AFI (11b).

References

1. Jackson, Avro Aircraft since 1908, Putnam, 1965.
2. Lambermont, Helicopter and Autogyros of the World, Casselt and Company, 1970.
3. Morgała, Polskie Samoloty Wojskowe 1918-1939, WMON, 1972.
4. Němeček, Československa Letadla, Nase Vojsko, 1958.
5. Kofoed, Danske Militaefly gennem 50. Ar 1912-1962, Flyv's Forlag, 1962.
6. Colson, Avro C.30 Direct-Control Autogyro, NACA Aircraft Circular NO. 196.

11. AIR PICTORIAL a) Oct '66 b) Nov '66 c) April '70
12. FLYING REVIEW a) May '69 b) Dec '69
13. AEROMODELER a) Sept '62
14. AEROPLANE MONTHLY a) May '75
15. LETECTVI + KOSMONAUTIKA a) #21 '76
16. AVIATION MAGAZINE a) 1-7-75
17. MODELL FAN a) Jan '76

20. SAFCH photo

Assistance needed: All members with additional information on military and civilian C-30's (other than in the UK) are requested to send it to the Project Director. In addition, it is hoped that members residing in countries that used the C-30 will actively search for additional information in their local archives and aeronautical collections. If photos of a/c other than those listed above are found, please either make a copy of the photo (Xerox copies are acceptable) or transfer the markings to a copy of the scale drawings included in this issue. Information is particularly needed on markings as seen from above and below.

As soon as sufficiently complete information is received on one or more countries, a Progress Report, including profile drawings will be published.

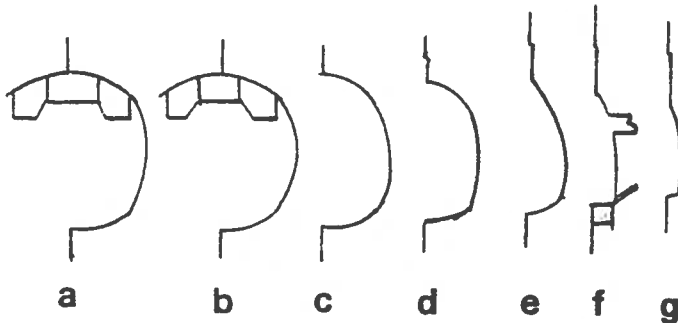
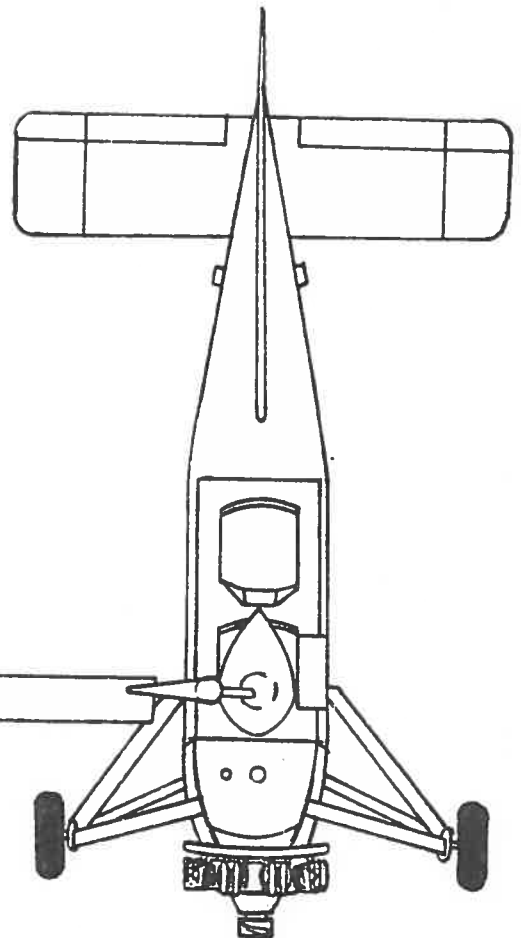
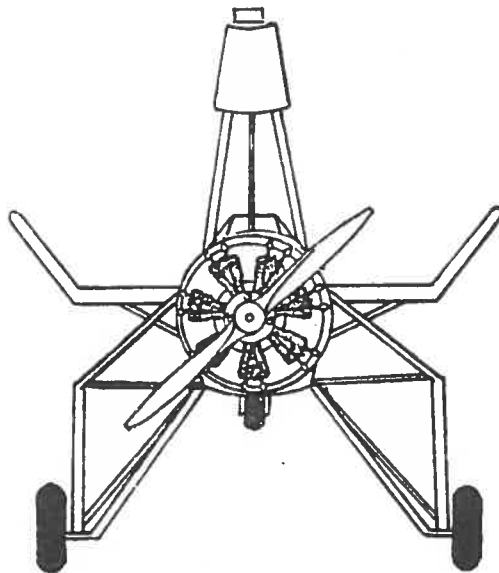
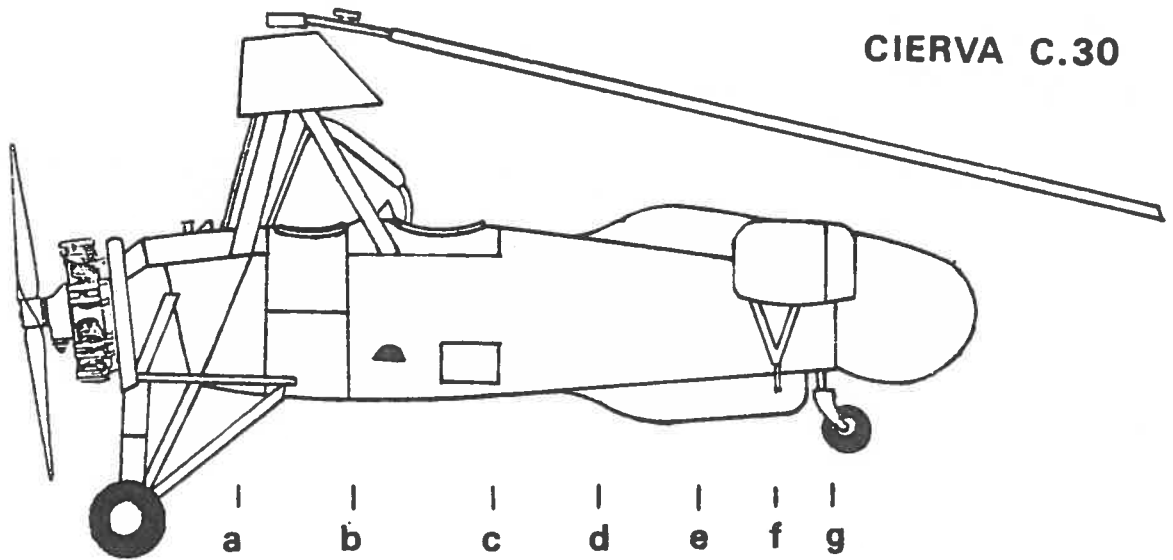
Project Director
James V. Sanders
27965 Berwick Dr.
Carmel, CA 93923

The FAI (Federation Aeronautique Internationale) defines an autogyro as: "A rotocraft which, throughout or during part of its flight, derives the whole or a substantial part of its lift from an auto-rotating rotor system not provided with any form of direct power drive." The class of aircraft covered by this definition includes some of the most bizarre flying machines conceived by the mind of man. It is hoped that this RP will serve as a beginning for a long-term study of the world's autogyros that will include service data for the historians and scale plans for the model builders.

At the present time, the only scale drawings for autogyros I have are: (1) Cierva C-30 (Aeromodeler Sept '62) (2) Pitcairn Cierva C-8 (Journal AAHS Vol 11). I also have small 3-views of the Kayaba Ka-1 (Francillon, Japanese Aircraft of the Pacific War) and of various Russian autogyros (assorted issues of the Czech magazine L+K). Scale drawings of any autogyro would be appreciated. (It is not necessary that the aircraft have served in a small country.)

Autogyro freaks of the world unite. Let us share with the world the a/c we love most: the Kelletts, Pitcairns, Ciervas, TSAGI's, SNCASE's, etc.

CIERVA C.30



0 6 ft

A horizontal scale bar with tick marks at 0 and 6 feet.

AIRCRAFT OF THE SMALL AIR FORCES - PROGRESS REPORT #1

Chris Thornberg (SAFCH #175) has agreed to take responsibility for coordinating the ultimate in SAFCH Research Project, the listing of every a/c used by every small air force. This certainly is a big job, but as you can see from his first Progress Report, Chris has made a good start. I strongly encourage all members to study these lists carefully and to send Chris any additions or corrections you may have. In addition, if you have every put together a list like this, please contact Chris and work with him to have your list published.

Chris writes: "Determining if a particular a/c was used by a particular country is frequently a frustrating process. Even if you have an extensive library, you have a good chance of coming up empty handed. To provide such information to all our members in a compact and useful form I propose a list for every country (even those that are no longer in existence) that will include every a/c used from the beginning of the force to the present time. This list will be arranged alphabetically by Company, with individual types arranged in order taken on service. Each a/c type will include period of use and number used.

Several of these lists will be published in each issue of the SAFO. I will not hesitate to submit lists with incomplete information in the hope that SAFCH members will send me any additional information and corrections. Even if it is information on one a/c in one country, it is important for the completion of the project. Please include the source of your information. Since new a/c will be continually taken on and

old a/c withdrawn from service, the NEWS section of the SAFO can be used to keep the lists up-to-date.

Upon completion of the project, it is planned to collect all the information and publish it in an inexpensive booklet. Then, perhaps every five years an update can be issued. Hopefully the completion of this project will not take too long for I feel that such a booklet will be of great use to both historians and modelers.

The countries for which I have fairly complete information are: Australia, Austria, Canada, Columbia, Czechoslovakia, Denmark, Finland, Greece, Hungary, India, Ireland, Netherlands, New Zealand, Norway, Philippines, Poland, Red China, Romania, Sweden, Switzerland, Turkey, and Uruguay. Help is particularly needed with France, Italy, and Belgium.

In the lists, the company name will be the one used when the a/c was built. If the a/c was built under license, the name of the original manufacturer will appear in parentheses. The name of the a/c will be that used in the country of service. The period of service will be the date entering service (or the first year known to be in service); then following a /, the year withdrawn from service. If the date is followed by an *, the a/c was still in service as of that date. Under "number used", an ~ indicates that the number is approximate."

Chris Thornberg
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ABU DHABI

Aerospatiale Alouette III	73/	5
" S.A. 300 Puma	73/75*	3
Britten-Norman BN-2 Islander	73/75*	4
Dassault Mirage 5-AD	73/75*	12
" " 5-RAD	73/75*	2
" " 5-DAD	73/75*	2
" -Breguet Mirage III-EAD	/75*	
" " III-RAD	/75*	
de Havilland Canada DHC-4	73/75*	5
Hawker Hunter FGA.76	73/75*	10
" " FR.76A	73/75*	
" " T.76A	73/75*	2
Lockheed C-130H Hercules	75/	2

AFGHANISTAN

Antonov An-2	57/76*	10
Avro Anson Mk.18	48/	12
Breda 25	37/	8
Bristol F.2B	24/29	2
Hawker Hart	37/	8
" Hind	39/	20
Ilyushin Il-14	56/76*	25
" Il-18	/73/76*	2
" Il-28	57/76*	30
Meridionali Ro 37	37/	16
MiG-15UTI	57/76*	
" -17	57/76*	50
" -17UTI	/76*	
" -19	73/76*	12
" -21	73/76*	36
Mil Mi-1 (SM-1)	57/73	6
" Mi-4	/73/76*	18
" Mi-8	/76*	
R-2	25/29	15q
Sukhoi Su-7	73/76*	24
Yak-11	/73/76*	
" -18	73/76*	

ALBANIA

Antonov An-2	73/76*	3
Ilyushin Il-14	73/76*	3
Lisunov Li-2		
MiG-15	/73/76*	24
" -15UTI	/76*	
" -17		

Mil Mi-1	/73*	2
" Mi-4	73/76*	30
Po-2	46/	
Shenyang F-4 (MiG-17)	73/76*	24
" F-6 (MiG-19)	73/76*	36
" F-8 (MiG-21)	73/76*	12
Yak-3	46/	12
" -11	/73	
" -18	/73/76*	

ALGERIA

Aerospatiale SA 330 Puma	73/75	20
Antonov An-12	73/75	8
Hughes TH-55	/75	
Ilyushin Il-18	73/75	3
" Il-28	73/75	20
MiG-15	73	20
" -17	73	40
" -21F	73	
" -21UTI	73	36
Mil Mi-4	73/75	30
Potez-Air Fouga C.M.170	73/75	26
Yakovlev Yak-11	73	
" Yak-18	73	

ARGENTINA

Aeritalia G.222 (on order 1976)		2
Aermacchi MB.326K,GB	73/76*	12
Aero Turbo Shrike Commander 690A	68/76*	14
Aerospatiale Alouette III	73/76*	9
" S.A.315B Lama	/76*	6
Ansaldo SVA Primo		6
Avro 504K	25/	
" 552		
" Lancaster		20
" Lincoln		
Beechcraft AT-11, T-11	/76*	30
" Bonanza	73	
" C-45	/76*	
" 45 Mentor, T-34B	/73/76*	75
" Queen Air	/76*	1
" Super King Air 200	76/	2
Bell 47D,G,J	73/76*	4
" Jet Ranger	/76*	7
" UH-1D, -1H	73/76*	14
Bleriot	12/	
Boeing 707-320B	/76*	1

Breguet 19A-2	25/		Martin 139-W	35
Bristol 170	30		" PBM-5 Mariner	
" F.2B	25/		McDonnell Douglas A-4F,P,Q Skyhawk	73/76* 66
Canadair CC-106	73	4	Morane	
Caproni Ca 33		4	Morane-Saulnier M.S. 760 Paris	/73/76* 35
Cessna C-180	/75*		North American P-86F	73/76 20
" C-182	73	30?	" " NA-16-1P	
" C-207	/76*	5	" " T-6G	/73/76* 12
" C-310	57/73	2	" " T-28A,D (Sud-Aviation Fennec)	73/76* 44
" C-320	73	1	Percival Prentice	200
" T-41	/76*	5	Piper Apache	57/73 5
" U-17A	73	13	" L-21A Super Cub	57/73 11
Chance Vought F4U-5 Corsair	56/		" PA-31 Navajo	/75 5
Consolidated P2Y-3			Savoia-Farman	2
Convair PBV-5A	/76*		" -Marchetti S.59bis	
Dassault Mirage III DA	73/76*	2	Short Skyvan 3M	73/76* 5
" " III EA	73/76*	12	Sikorsky S-55, UH-19	/76* 5
de Havilland Dove		50	" S-58	/75*
de Havilland Canada DHC-2 Beaver	73/76*	3	" S-61D-4,NR,R	73/76* 4
" " DHC-6 Twin Otter	73/76*	9	Supermarine Southampton	
Dewoitine D-21C-1	25/		" Walrus	39/
Dornier Wal			SVA 10	2
Douglas C-39			Vickers Valparaíso	
" C-47	/76*	10	" Viking	30
" C-54D, DC-6 Liftmaster	/76*	8	Vought V-65F	
" DB-8A-2			" V.142 Corsair	
" DC-4	/76*		Vultee BT-13	
" Dolphin			Westland Lynx HAS.2 (on order 1976)	2
English Electric Canberra B.62	73/76*	11	" Sea King	/76* 4
" " " T.64	73/76*	11		
F.5L				
Fairchild-Hiller FH-1100	73/76*	7		
" " (Pilatus) PC-6A	73	3		
Fairey IIIF				
Farman	12/			
Fiat G.46		30		
" G.55		100		
" R.2		2		
F.M.A. (Avro) 504R Gosport	28/	100	Avro 504K	22/32 6
" (Bristol) F.2B III	29/	40	" 621 Tutor	30/37 3
" (Curtiss) Hawk 75-O	40/	200	" 631 Cadet	32/45 7
" (Dewoitine) D.21C-1	29/	40	" 626	34/41 4
" (Focke-Wulf) FW 44J Stieglitz	38/	500	" 636	35/41 4
" Ae M.B.-1	/45		" 652A Anson I	37/48 9
" Ae M.O.-1	33/		" Anson 19	46/62 3
" Ae T-1	33/		Aerospatiale Alouette III	63/73* 8
" El Boyero		150	Bristol Type 14 F.2B Fighter	22/35 14
" Manque			de Havilland DH 9	23/34 8
" I.Ae-21			" DH 60 Moth	26/35 4
" " DL-22	43/	100	" DH 84 Dragon 2	37/41 1
" " 24 Calquin			" DH 104 Dove	53/73* 4
" " 27 Pulqui I	47/		" DH 115 Vampire T.55	56/74* 7
" " 33 Pulqui II	50/	6	" DHC 1 Chipmunk T.20/Mk22	52/74* 14
" " 35	53/76*	35	Fairey IIIF	28/34 1
" " 37-P	55		" Battle TtI	41/46 1
" " 50 Guaran II	73/76*	23	Gloster Gladiator I	38/44 4
" I.A. Pucara	/75/76*	80	Hawker Hind	40/44 6
" " 351-IV Ruanquero	/76*	20	" Hector	41/43 13
Fokker-VFW F.27	73/76*	12	" Hurricane I	40/46 12
" " F.28 Mk.1000C	73/76*	6	" " IIB	41/43 2
Gloster Meteor F.4		100	" " IIC	45/47 6
Grumman P6F-5 Hellcat			Hunting Provost T.51	54/74* 4
" HU-16B Albatross	73/76*	6	" T.53	55/74* 7
" J2F-2			Lockheed L.414 Hudson I	41/45 1
" JF-3			Martinsyde F.4 Buzzard	22/29 4
" JRF Goose			" Type A.2	22/27 1
" S-2A	73/76*	6	Miles M.14A Magister	39/53 27
" TF-9J	73/76*	2	" M.19 Master II	43/49 12
Hawker-Siddeley H.S. 125/400	73/76*	2	" M.25 Martinet TtI	46/58 2
" " H.S. 748	73/76*	1	Potez-Fouga CM.170-2 Super Magister	74/ 6
HS.2L			Reims-Cessna F.150	
Huff-Daland Petrel			" FR 172H	72/73* 8
" " Pelican			Royal Aircraft Factory SE5A	22/ 1
Hughes 500M	73/76*	14	Supermarine V.S.236 Walrus I	39/45 3
" OH-6A	73/75*	12	Vickers Type 193 Vespa IV	30/34 4
Lockheed C-130E,H	73/76*	7	" " 208 Vespa V	31/40 4
" Electra	/76*	3	" Supermarine V.S.506 Seafire LFIII	47/55 12
" P2V-5 Neptune	57/	6	" " V.S.509 Spitfire T.9	51/61 6
" SP-2H, P-2H	73/76*	4	Westland Lysander	39/47 6
Lohner L-3		2		
Macchi M.7		2	Butler, P.H., "Irish Aircraft"	
" M.9		2	Krivinyi, Nikolaus, "World Military Aviation"	

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